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Peoples of the Empire.

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THE ROYAL SCHOOL SERIES

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Highroads of Geography

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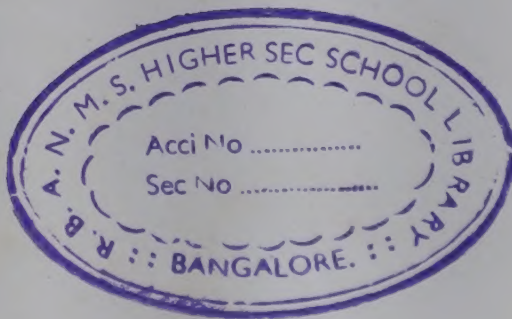
Book V.—Britain Overseas

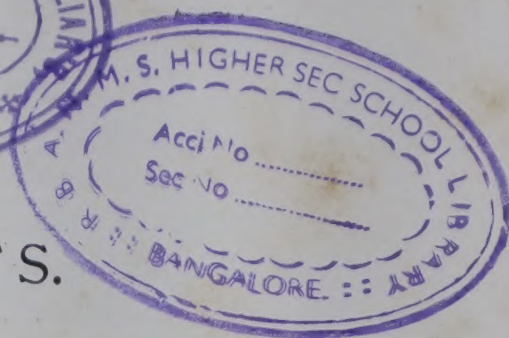
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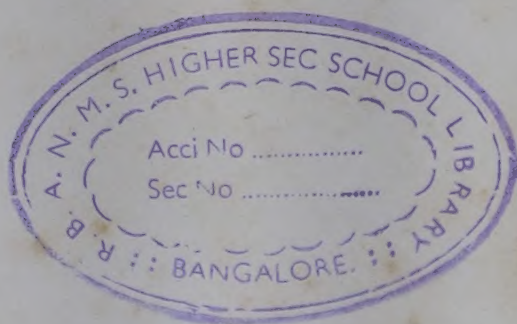
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BRITAIN OVERSEAS.

1. THE FLAG OF THE EMPIRE.

1. Every boy and girl who reads this book is familiar with the national flag—the Union Jack. On the King's birthday, or on some other day of public rejoicing, you see it floating over your town hall, your church, or, it may be, your school. The Union Jack is the flag of the United Kingdom of Great Britain and Ireland. Yes; but it is something far more: it is the flag of the British Empire. Let us in imagination make a journey round the earth, and see what this means.

2. We begin our journey at that line which men have drawn from north to south across the Pacific Ocean and called the International Date Line. It is from this line that we begin to reckon any day of the week or month. Here we are, then, among the beautiful Fiji Islands at the hour of sunrise. As reveille sounds we see the Union Jack go fluttering to the top of the flag-staff in front of the Governor's residence, as a token that these fair and fertile islands, as large as the whole of Wales, are in the keeping of Britain.

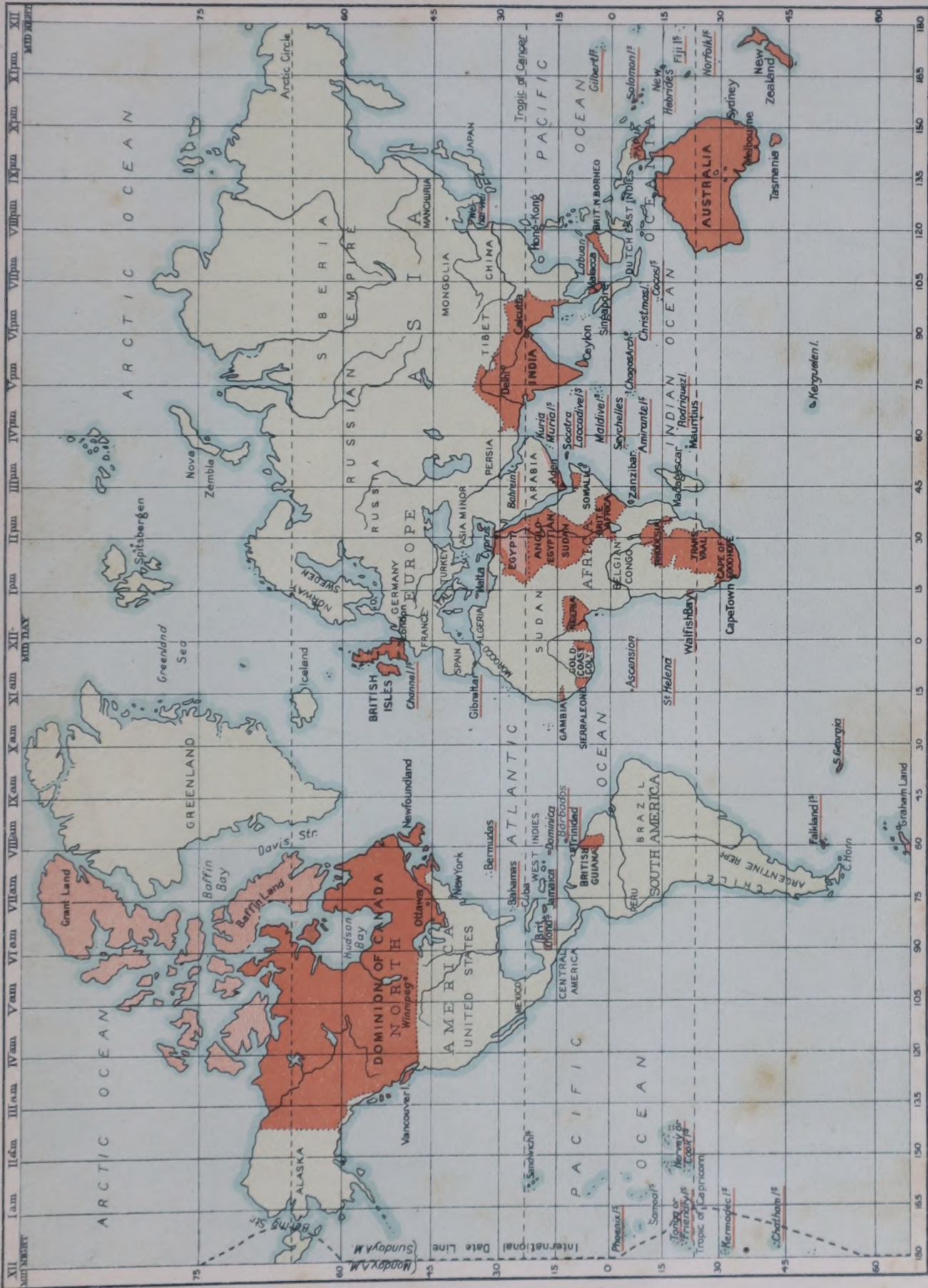
3. We travel westward with the dawn, and in fifteen

minutes we see the same scene being enacted in Wellington, the capital of New Zealand, which is more than twice the area of England, and has been called "Great Britain of the Southern Seas."

4. Now we are over the ocean, and we may watch the flag rising blithely into the morning air as we pass from island to island. In an hour and a half we see it unfurling its folds at Brisbane, the capital of Queensland, where we are on the threshold of Australia, an island-continent almost equal in extent to four-fifths of all Europe, and British from end to end. A little later, the Union Jack is hoisted at Sydney, the capital of New South Wales, and the largest of Australian cities; at Hobart, the capital of Tasmania; and at Melbourne, the capital of Victoria. Twenty minutes elapse, and it flies aloft above the pleasant town of Adelaide, the capital of South Australia. For the next hour and a half we speed across the arid plains in the centre of the continent, and then we see the flag once more at Perth, the capital of Western Australia.

5. A few minutes earlier the flag has saluted the dawn at Sandakan and other towns in British Borneo, a rich tropical land with an area nearly equal to that of Scotland. Almost at the same moment the familiar "red, white, and blue" goes aloft at Government House, Hong Kong, which stands at the very gate of China, and is the greatest trading centre of the Far East. Three-quarters of an hour later, the Union Jack is seen shaking out its folds at Singapore, one of the busiest ports of the East. Five minutes more and it is flying

BRITISH EMPIRE—TIME CHART



at Malacca, in the Malay Peninsula. Twenty minutes afterwards the flag lifts on the wind at Rangoon, the chief port of Burma, a land rich with timber and rice, and nearly twice the area of the United Kingdom.

6. In half an hour the merry rattle of the waking drum is rousing the troops, both British and native, at Calcutta, and the Union Jack is again waving in the breeze. We are now in India, a vast land which might be carved into fourteen countries as large as the British Isles. In twenty minutes more the flag will go up in the lovely and fruitful island of Ceylon.

7. Now we speed westward across the great brown plains of India, and our approach is everywhere marked by the appearance of the flag, which reminds the myriad inhabitants of this mighty peninsula that the protecting arm of Britain is about them. Benares, Lucknow, Cawnpore, Madras, Agra, Delhi, Lahore, and Bombay—great cities of renown—hoist the flag the one after the other, and our last glimpse of it in India is at Karachi, the most westerly of Indian seaports.

8. Ere an hour has sped we see it again rising with the sun in the islands of Mauritius and the Seychelles, far out in the Indian Ocean. In another hour it is fluttering aloft above Aden, the great fortified coaling station which guards the entrance to the Red Sea. Half an hour more and it is seen, proud and high, at Mombasa, the chief port, and later at Nairobi, the capital, of our East African Protectorate.

9. We have now crossed the threshold of Africa, and the British flag greets the morning sun over more than



WARDENS OF THE EMPIRE, OLD AND NEW.

two million square miles, or nearly a fifth of the whole continent. At brief intervals the flag soars aloft at Pietermaritzburg, the capital of Natal; at Cairo, the capital of Egypt; at Khartum, the capital of the Sudan; at Pretoria, the capital of the Transvaal; at Salisbury, the capital of Southern Rhodesia; at Livingstone, the capital of Northern Rhodesia; at Bloemfontein, the capital of the Orange Free State; at Cape Town, the capital of the Cape of Good Hope; and at various Government stations in our West African territories of Nigeria and the Gold Coast. Wherever the flag rises it betokens at least peace, good government, and even-handed justice for all men, whatever their race, creed, or colour.

10. While faithful black hands are hoisting the flag at the most easterly station of Nigeria, the island of Malta, the little "military hothouse" of the Mediterranean, is echoing to the waking drum, and British colours begin to wave from a score of points above fortress, dockyard, and Government building.

11. A quarter of an hour after the flag has been unfurled in Nigeria, it is seen saluting the sun on the lonely little island of St. Helena in the South Atlantic. While it is rising above the Gold Coast, the rattle of the morning drum is also heard in the Tower of London, and the Union Jack soars aloft above the fortress which has kept watch and ward over London, the great mother-city of the British race, for more than eight centuries. While London is beginning to awaken to the labours of the day, distant Fiji is wrapped in midnight slumber.

12. Now we see it fly aloft above the King's Bastion

of Edinburgh Castle, and soon it is waving on every other fortress in the motherland. A few minutes before it lifts on the morning breeze above Dublin Castle, the Rock of Gibraltar, that keeps the key of the Mediterranean, sees it soaring high. Next it flutters to the masthead on Haulbowline Island in Cork Harbour, and ten minutes later it rises on Valencia, the rocky outpost of Ireland.

13. Now we are above the broad Atlantic, flashing westward towards the New World, the long ocean rollers beneath us, and the sunrise gilding the horizon. As we fly on the wings of the morning, we see dimly beneath us great ocean liners and scores of cargo-vessels speeding from shore to shore, "unhasting, unresting," and observe that two out of every three of them fly the red or the blue ensign with the Union Jack in the corner.

14. Two hours and forty minutes elapse, and then we sight the shores of Newfoundland, and the flag is seen ascending at St. John's, the capital of an island four-fifths the size of England. A few minutes later the flag will be hoisted at Georgetown in British Guiana, and on a host of lovely West India islands.

15. Now we are on the threshold of the majestic Dominion of Canada, and for the next four hours the Union Jack will go aloft over the Government buildings of the Provinces and the Dominion—at Halifax, Charlottetown, Fredericton, Quebec, Ottawa, Toronto, Winnipeg, Regina, Edmonton, and Victoria. From ocean to ocean it will rise over half the entire continent of North America, one of the richest and most promising parts of the British Empire.

16. Now Esquimalt on Vancouver Island hoists its flag, and an hour later it rises over Dawson City, the capital of far-off Yukon. Then we sweep out above the Pacific, and watch the familiar bunting hauled aloft on island after island. Two hours elapse, and we see it rising on the Friendly Islands. Half an hour later sunrise bursts upon Fiji once more, and the Union Jack is again unfurled to greet the beginning of a new day.

17. We have “put a girdle round the earth,” and for twenty-four hours we have witnessed the ceaseless hoisting of the Union Jack on continent and island all round the world. Think of it! Somewhere or other on the earth, year in, year out, during every hour of the day, British hands are hoisting the Union Jack. The sun never sets on it, and you may travel the whole world round and never touch land on which it is not flying. Now, I think you understand that the Union Jack is not merely the flag of these small islands, but of a wonderful collection of dominions beyond the seas. It is the flag of the British Empire.

2. “WESTWARD HO!”

1. We are in Liverpool, the great port on the Mersey. As we walk towards the Landing-Stage our attention is attracted by a wagon piled high with luggage. Behind it we see a little procession of emigrants—men, women, and children—bound for Canada. Why, you ask, are these people leaving their native land? Some of them cannot find work in this overcrowded country, and are enterprising

enough to seek it beyond the seas. Some of the fathers see no openings for their children at home, and have determined to make a new home for their young people in a land where there is a good prospect for all who are hardy and willing. Some of the younger men are attracted to Canada by the promise of a life of greater freedom and the hope of securing farms of their own.

2. Now we find ourselves on the great Landing-Stage, gazing with wonder and delight at the novel sights which meet our eyes. The broad river stretches before us, and every kind of vessel that sails the sea comes and goes in the short space of an hour. Lying at the Landing-Stage, towering above the sheds, is our vessel. She has taken in her cargo at the docks and shipped her emigrants. Now she only awaits her first and second class passengers.

3. A train from London steams into the Riverside Station, which is only a stone's-throw away, and immediately all is bustle and excitement. The luggage is hurried on board; the passengers cross the gangway and seek their cabins, or pause to say a few last words to the friends who have come to bid them farewell. A bell rings, and the visitors go ashore. Then the steam-whistle shrieks; there is a tinkle in the engine-room; the great hawsers are cast off, and the propellers slowly begin to revolve. Amidst the waving of handkerchiefs and the cheers of the crowd, the steamer moves off gracefully on her voyage. Between us and Halifax are some 2,500 miles of ocean.

4. In the night we pass through the North Channel, the

lights on both the Irish and the Scottish coasts being clearly visible. In the early morning we enter Lough Foyle, and come to a halt off Moville, on its western side. A tender comes bustling towards us with the mail-bags, and a party of emigrants from the north of Ireland joins us. Now is our last opportunity before reaching the New World of sending a telegram or a letter to our friends at home.

5. What a marvellous land it is to which we are bound!



CANADA AND THE BRITISH ISLES—A COMPARISON.

Consider its immense extent and think of its infinite variety. Canada is so vast that you might spend a lifetime wandering over it without seeing it all. It is as big as the whole of Europe; it would easily contain Australia; and as for the mother-country, you might pack it away into a corner of one of the great provinces. A railway train takes almost a week to cross the Dominion from sea to sea.

6. Its physical features are also remarkable. It has one of

the finest mountain chains in the world, with huge snow-capped peaks and mighty glaciers. It has, too, thousands of square miles of fertile plains, and the vastest forests outside the tropics. No land is better provided with great waterways. By means of the St. Lawrence, with its lakes and canals, we can make a longer voyage into the heart of the land than the ocean trip across the Atlantic.

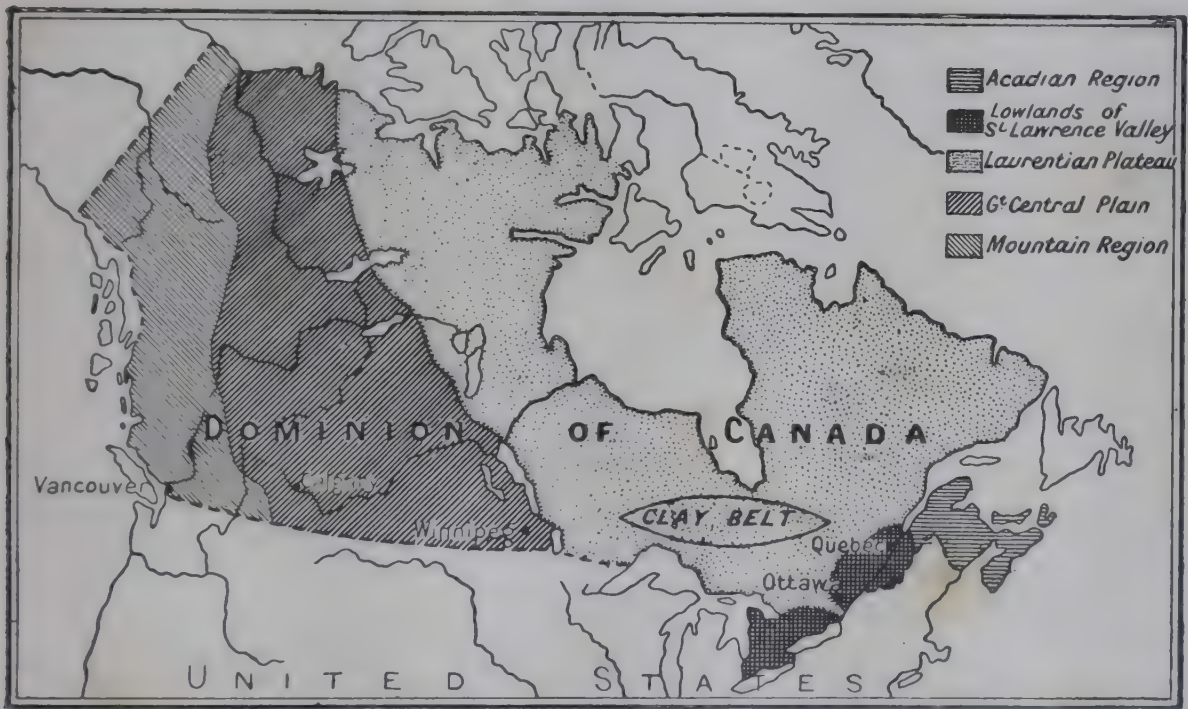
7. The structure of the land is remarkably simple and easy to understand. A few minutes' study of the map will make it clear. Beginning at the east, the side which we are rapidly approaching, there is a region of plateaus, formed of a very hard rock. There are no mountains and no plains, but a succession of uneven ridges and hummocks, divided by river-valleys, lakes, and swamps. In the southern parts and in the valleys, especially in that of the St. Lawrence, there is a fine rich soil and a heavy growth of timber. Elsewhere there is a more or less scrubby growth of forest, and but little ground suitable for tillage. This region extends from Labrador westwards as far as the Great Lakes, and sweeps northwards beyond Hudson Bay.

8. Next come the Central Plains, the region of the prairies, which stretch from near Lake Superior to the Rocky Mountains. This is one of the finest grain-growing areas in the world, and only the southern fringe of it has yet been opened up by the railways. It varies in elevation from about 800 feet at Winnipeg to over 3,000 feet at the ranching land beneath the barrier of the Rocky Mountains.

9. The third division of Canada is the mountain region,

some five hundred miles across. This is a vast tumbled area of parallel mountain ridges, whose deep and fertile river-valleys, snow-clad peaks and glaciers, romantic fiords, cañons, cataracts, and mountain lakes reproduce on a vast scale all the features of Switzerland and Norway combined.

10. The climate of Canada is also easy to comprehend. In the east the cold polar current makes its influence felt,



PHYSICAL DIVISIONS OF CANADA.

and we shall meet with the effects of it as we proceed. Owing to this current Eastern Canada has a much more severe climate than places in our own country of the same latitude. Our country, as you know, enjoys the influence of a warm drift from the Atlantic, which renders our winters exceptionally mild.

11. Central Canada has a latitude varying from that of the Mediterranean to that of the Arctic Ocean, but in winter

the land suffers much from the absence of cross mountain ranges. The cold air from the north meets with no hindrance, and flows far south across Canada and into the United States, bringing a winter cold far keener than we might expect. Yet the weather is so calm and dry and the days so full of brilliant sunshine that many Canadians boast that their winter is the finest season of the year.

12. The Pacific Coast region has a climate like our own, modified by a warm ocean drift. The sea winds bring an abundant rainfall, which takes the form of snow on the higher ranges. But when these sea winds have been drained of their moisture, and flow down the "lee" side of the Rockies to the foothills and plains beneath, they come as a dry warm current, which produces magnificent weather. The natural grasses are turned into hay where they stand, instead of rotting on the ground, and the occasional snowfalls are quickly evaporated or reduced in depth. These are the warm "Chinook winds," which render "Sunny Alberta" the finest land in the world for rearing cattle and horses out of doors.

13. The influence of those dry warm winds spreads over a wide area. Under the lee of the Rockies the wheat-growing belt runs far to the north, the forest region extends along the Mackenzie River to near the Arctic Ocean, while garden vegetables and flowers flourish almost within the Arctic circle. In the neighbourhood of Hudson Bay, on the other hand, the "barren grounds" stretch far to the south.

14. We have now been four days at sea, and we are drawing near to the great island of Newfoundland. Dense fogs begin to beset us, and from time to time we catch



Indians of Canada. In the Days of Old.

(From the picture by N. H. J. Baird, R.C.I., in the Royal Academy, 1912. By permission of the artist.)

the gleam of icebergs floating in the sea like the castles of Fairyland. We run into a thick bank of fog, and our engines slow down. We are crossing the rich fishing-grounds known as the Grand Banks of Newfoundland.

15. On these Grand Banks the prosperity of the island of Newfoundland depends. Let us, therefore, learn something of them as we "go slow" through the fog. The Grand Banks consist of a huge shoal or submarine island to the south-east of the colony, extending over two hundred miles from its nearest shore. This vast shoal is supposed to have been formed in the following way. Off the coast a surface drift from the warm Gulf Stream meets with a deep cold current which comes creeping southward and carries with it icebergs from the Arctic Ocean. The warm water from the south melts the icebergs, and the stones and mud which are frozen into them gradually sink to the bottom of the sea.

16. The fogs which prevail on the Banks are accounted for in a similar way. The warm air from the Gulf Stream, meeting with the cold air above the Arctic current, has some of its moisture condensed in the form of vapour or fog.

17. The Grand Banks abound in codfish. Why, you ask, should codfish haunt these shoals? Well, in the first place, the Arctic current is icy cold, and our chief food-fishes usually live in cold water. In the second place, the cold current carries with it the food on which these fish thrive. The Arctic seas are swarming with tiny living creatures; in many places they form "a living mass, a vast ocean of living slime." This "living slime" is most abundant in the neighbourhood of ice.

18. The icy current from Baffin Bay comes southward to the Grand Banks laden with this “living slime,” and furnishes food for the herring and for the vast schools of cod which lie in wait for it on the Grand Banks. Thus the fishermen of Newfoundland are just as much dependent on the Arctic current for their daily bread as the farmers of our own land are on the rain and sunshine.



CATCHING COD. GRAND BANKS OF NEWFOUNDLAND.

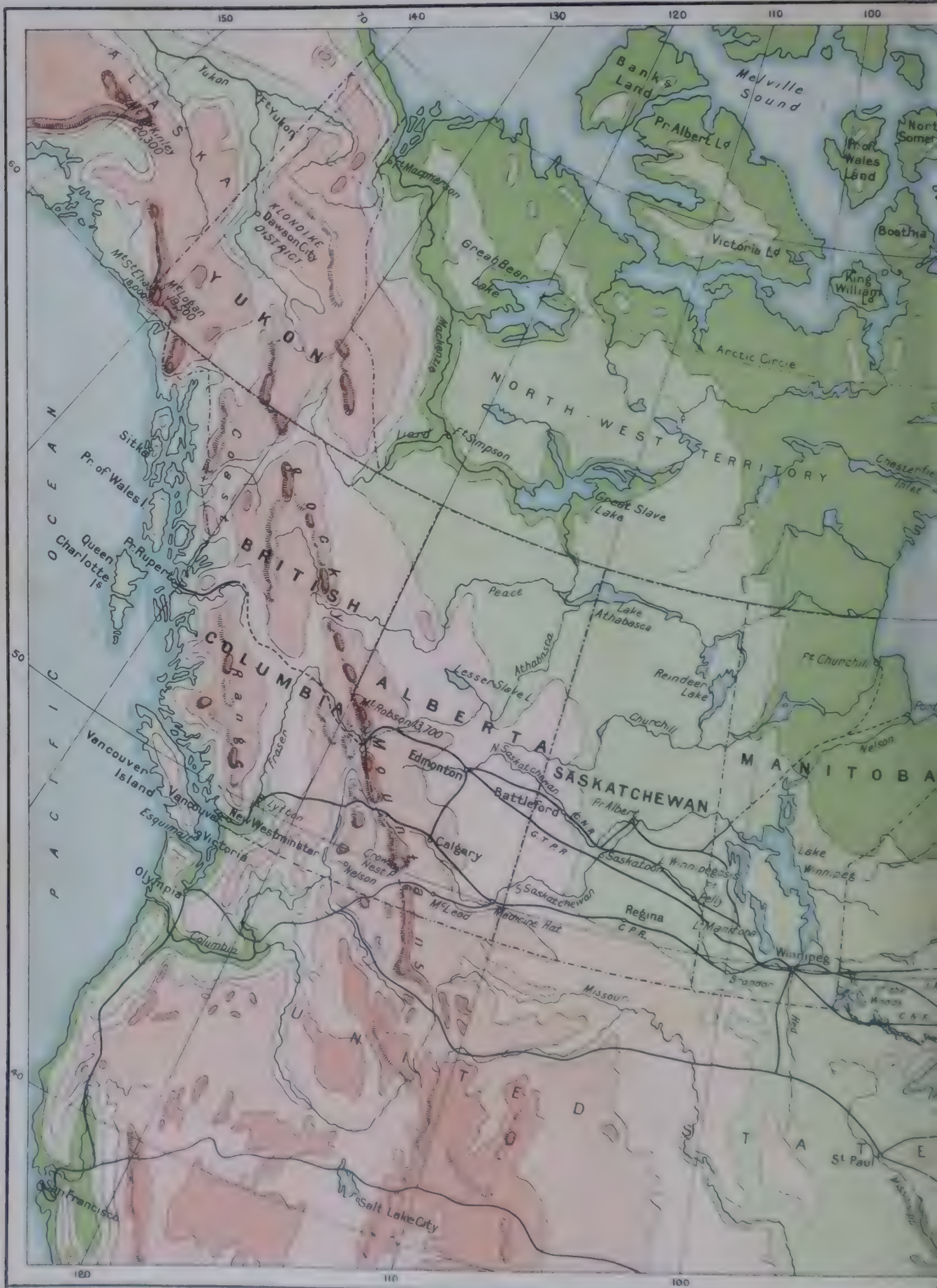
19. The fog lifts, and soon we are favoured with a bright, cloudless day. Yonder is a fishing schooner bobbing up and down in the Atlantic swell. You heard her bell tinkling in the fog. She is a well-found little ship, and she probably carries a crew of six men and a couple of boys. She left port in May last, and she will not return home until September. She came out laden with a hundred hogsheads of salt; she will return, if she is lucky, with her hold crammed full of salted cod.

3. OUR OLDEST COLONY.

1. We cannot follow the Newfoundland schooners home, for our liner passes to the south of the island and speeds on towards the port of Halifax in Nova Scotia. One of our crew, however, is a sturdy Newfoundlander, and he is brimming over with eagerness to tell us all about his island. We provide ourselves with a map, and give him our attention. The sum and substance of what we learn is as follows:—

2. Newfoundland, Britain's oldest colony, is triangular in shape, and lies across the mouth of the Gulf of St. Lawrence. It is one-third larger than Ireland, though it has only one-twentieth of the population of the Emerald Isle. Its eastern shores are high and rugged and deeply indented with fiords; and for this reason, and because the interior has many lakes and rivers, it is sometimes called the Norway of the New World. Lakes and marshes, grassy plains, forests, barren uplands, and fertile valleys diversify the interior, which is hilly, and rises at its highest point to over 2,000 feet.

3. Most of the inhabitants live on the coast and earn their livelihood by fishing. There is little agriculture as yet, but we must remember that up till about a century ago colonists were forbidden by law to build houses and cultivate the ground in Newfoundland. The home government wished to keep it a mere fishing station. As you already know, by far the most important of the Newfoundland fish is the cod. Every year Newfoundland exports dried codfish to the value of about £1,500,000. Almost





everywhere along the coast you see “flakes”—that is, rude scaffolds covered with brushwood—on which the cod is dried in the sun.

4. The men are among the most skilled and courageous of seamen to be found anywhere. The Newfoundland sailor-settler can turn his hand to many things. It frequently happens that the little craft from which he fishes on these dangerous seas is the work of his own hands. In the winter some of the men go hunting or lumbering; others mend their nets and fishing-tackle, smoke, spin yarns, and wait for the March sealing season to commence.

5. In spring the Greenland seal is very abundant off the coasts of Newfoundland and Labrador, where the young seals live on the drifting ice-floes until they are old enough to learn to swim. More than a hundred steam and sailing ships are occupied every year in sealing, the season lasting for about two months. The crews land on the ice and kill the seals which are not old enough to escape. The skin and the fat are the most valuable parts of the seals, the skin being turned into leather and the fat into oil. When the sealing time is over the fishing schooners are made ready for the Grand Banks or for the Labrador coast to gather in the harvest of cod. Lobsters are caught in large numbers and canned for export.

6. It is said that the biggest treasure of Newfoundland is not in the sea, nor in the land, but under the land. Parts of the island are rich in gold, copper, coal, and iron, and other valuable minerals abound, but there is little mining as yet. The lumbering and wood-pulp industries have been much developed in recent years, and farming

and cattle-rearing are advancing. Nevertheless the fisheries still give occupation to the bulk of the inhabitants.

7. The interior is still little known, but it is a veritable paradise for the sportsman. The innumerable lakes and streams provide splendid fishing. The "barrens" and woodlands are the home of vast herds of caribou, or American reindeer. The bear and the wolf still roam the wilderness, and smaller game is found in abundance. Few Newfoundland dogs of a pure breed are now to be seen in the island.

8. The capital is St. John's, at the head of a splendid land-locked harbour on the east side of the peninsula of Avalon. Approached from the sea, the rugged and lofty coast is seen to be cleft by a narrow opening, which expands into a noble harbour surrounded by hills. During the French wars St. John's was the headquarters of the British fleet, and old fortifications still crown the heights.

9. In the palmy days of Arctic whaling St. John's was a lively and busy place, for in its harbour the whalers fitted out for their long cruises, and to it they returned with their oil and whalebone. Whaling ceased to be important in Newfoundland about 1850, but has recently been revived.

10. St. John's may yet become a much more important seaport than it is at present. It has often been suggested that the fast route to America should be by way of Newfoundland. The distance between St. John's and Valencia Island, off the south-west coast of Ireland, is less than half the distance between Liverpool and New York. A fast line of steamships could reach St. John's in three and a half days. An express train on the railway which now crosses the island would whirl the passenger to Port

aux Basques in eight hours, and a packet service would land him on the mainland in a few hours more. Montreal might be reached from England by such a route in five or six days.

11. Newfoundland is the landing-place of several Atlantic cables, which come ashore at Heart's Content, on the south coast of Trinity Bay. It is said that "if the sea were drained off you might drive a wagon from Valencia, Ireland,



ST. JOHN'S. ENTRANCE TO THE HARBOUR.

to Trinity Bay, Newfoundland." The floor of the Atlantic between these two points is the most even plain in the world. Along this plain the first Atlantic cable was laid.

12. On the east coast of Labrador Newfoundland possesses a great extent of territory. Labrador is a stern, rocky land with wild coasts, ice-bound during the long winter and chilled by icebergs during the short summer.

The scenery of its fiords is very fine, and there are forests at the head of some of them. On the Grand or Hamilton River are waterfalls which exceed Niagara in height, though not in volume.

13. Gold, copper, silver, and the mineral known as Labradorite are known to exist, but there is little or no mining. The climate is very severe. The land produces little but berries and fur-bearing animals, but the sea at certain seasons swarms with fish. Vast shoals of cod swim along the shore in pursuit of a small fish called caplin, and are caught by the boat-load in net traps fixed to the rocks. Nearly one-quarter of the fish exported from Newfoundland is caught off Labrador.

14. You will learn in a later lesson that the provinces of Canada are united into a Dominion. Newfoundland, however, does not belong to the Dominion, but prefers to stand apart. The King is represented by a Governor, and there is an elective House of Assembly.

4. THE ATLANTIC MARITIME PROVINCES.—I.

1. Our Atlantic voyage is nearly over. We are entering the noble harbour of Halifax, the capital of Nova Scotia, and our gate of entry to the Dominion of Canada. Halifax stands on the western side of the inlet, and is built on the slopes of a hill. As we approach the town we can well believe the proud boast of its inhabitants, that this magnificent arm of the sea can provide anchorage for a thousand great vessels. Before Canada undertook the

duty of guarding her own house, Halifax was a station both for the navy and the army of Great Britain. As our eyes fall on the massive citadel which crowns the hill, we are reminded that Halifax is one of the strongest of the world's fortresses.

2. The steamers and sailing ships in the harbour show us at once that Halifax is an important seaport. There are liners from London, Liverpool, Glasgow, Havre, Boston,



HALIFAX HARBOUR.

New York, and the West Indies. In the winter months, when the St. Lawrence is frozen, the steamships which usually ply to Quebec and Montreal land their mails and passengers here. Halifax is also the terminus of a most important railway—the Intercolonial Railway, which runs through Nova Scotia and New Brunswick to Quebec and Montreal.

3. Many of the houses of Halifax are built of wood,

and the place has an Old-World air. We shall see much to interest us in the streets and in the Public Gardens, where we admire the superb Young Avenue, the fine walks, the lawns, and the noble trees. The shore of the North-West Arm, a branch of the main harbour, is a most attractive resort for the holiday-makers of Halifax.

4. And now, as we rest beneath the trees of the Public Gardens, let us learn something of Nova Scotia. Its name means New Scotland, and this it received in the time of James the First, who granted the country to a Scottish noble on condition that he settled the land with emigrants. It is a long and rather narrow peninsula, united to the province of New Brunswick by an isthmus only twelve miles wide.

5. The funnel-shaped Bay of Fundy, which lies between Nova Scotia and New Brunswick, is remarkable for its high tides, which reach a height of thirty or forty feet, and at the narrow end of the bay are often much higher. When the tide begins to come in, a "bore" rushes up the river-mouths in the shape of a great foaming wave. The high tides deposit on the shores an immense amount of rich silt which forms fertile marshy soil. Large tracts of these marshes have been embanked and reclaimed, and on them many cattle are fattened for the markets of the Old World. The extent of Nova Scotia is about two-thirds that of Ireland.

6. The surface, we notice, is varied in character. The Atlantic coast is bold and rugged, and is backed by a rocky and somewhat barren plateau. Towards the Bay of Fundy and the Gulf the land is generally lower, and is extremely fertile in the valleys. The climate is milder than that of

the other Canadian provinces, for Nova Scotia is almost surrounded by the sea. The warm drift-current from the south keeps its ports ice-free during the winter.

7. You will naturally expect to find fishing occupy many of the people. Cod, halibut, haddock, salmon, lobster, and herring are caught in vast numbers. More than sixteen



AN APPLE ORCHARD IN BLOSSOM, N.S.

hundred boats are employed in the lobster fishery alone. There are many lobster-canning factories, and no doubt some of the tins of lobster which your mother buys have come from Nova Scotia.

8. For the rest, the people are farmers, miners, and fruit-growers. Some of them work in the forests which still remain in the district between the Atlantic and the central

range of the interior. Every year thousands of trees are cut down and conveyed to the sawmills and pulp factories.

9. As an apple-growing country Nova Scotia stands in the front rank. In the Annapolis Valley the apple orchards extend for eighty miles, and about a million barrels of this fruit are exported every year. There is no more beautiful sight than the Annapolis Valley when the apple trees are in bloom.

10. Now let us take the train for New Brunswick, and on the way see something of Nova Scotia from the carriage windows. The railway proceeds north-east to the quiet little town of Truro. Near at hand is the Bay of Cobequid, and wide-spreading fields stretch right down to the shore. Leaving Truro, we find the hills growing higher and higher, the valleys deeper and deeper, until, near Londonderry, we are in a most picturesque part of the country.

11. Soon we find ourselves in a coal-mining district, and we are reminded that Nova Scotia is remarkable for its mineral wealth. In addition to its coal, it possesses iron, gold, copper, lead, and manganese. Fortunately the coal is found near to the iron, and so Nova Scotia is enabled to manufacture iron and steel in large quantities. When we visit Cape Breton we shall be in the headquarters of Nova Scotia's great iron and steel industry.

12. Soon after leaving Amherst we cross the boundary line into New Brunswick. The next important place which we reach is Moncton, the centre of the Intercolonial Railway system. The line now turns south-west, and runs through fertile river-valleys to St. John, the largest town of New Brunswick.

5. THE ATLANTIC MARITIME PROVINCES.—II.

1. Having arrived in New Brunswick, let us learn what kind of a country it is. For the most part it is densely wooded, and with many noble rivers and beautiful lakes. Settlement has largely followed the river-valleys.

2. The chief river is the St. John, which rises in the state of Maine, and, after being joined by large tributaries, flows



SALMON FISHING IN THE RESTIGOUCHE RIVER, N.B.

to the Bay of Fundy through the fairest and best-developed part of the province. In the lower part of its course the river expands into a chain of lakes several miles in width. For weeks during spring the broad surface of the St. John River is covered with timber floating down to the sea. Near St. John the stream spreads out into a wide and safe harbour, which is ice-free throughout the year. Other

important rivers are the Miramichi, which is the highway of an active lumber trade, and the Restigouche, one of the best salmon rivers in the world. Both these rivers flow into the Gulf of St. Lawrence.

3. The prevailing ocean winds give New Brunswick a climate similar to that of Nova Scotia, but the winters are colder. Lumbering and fishing are the chief industries, but agriculture and dairy farming are rapidly advancing in the



ST. JOHN, N.B.

valleys. Game abounds, and at least one-third of the country is good hunting ground, where the moose, the monarch of the Canadian forest, is plentiful. Caribou, black bears, and various fur-bearing animals are common.

4. Now let us make a tour of the city of St. John. We find that though it is the chief commercial and manufacturing place in the province, it is one of the most picturesque cities of Canada. It curves round the great harbour in a series of red-brick streets, the one above the other.

We notice many liners in the harbour, for St. John almost rivals Halifax as a winter port.

5. Of course we pay a visit to the far-famed "reversible falls," which are spanned by two great bridges. At low water the river dashes through a narrow gorge and over a ridge of rocks, forming a waterfall twelve feet in



FREDERICTON, N.B.

height. When the high tide of the Bay of Fundy fills the harbour, the sea water flows back through this narrow gorge and forms a cascade *up* the river instead of *down* it.

6. In the days of wooden ships St. John was famous for its "clippers." The forests supplied the wood for the timbers of the vessels, and the New Brunswick shipbuilders were famous all the world over. No smarter or faster sailing ships then sailed the ocean than those of St. John. The

industry, however, has almost disappeared, now that ships are built of iron and steel. At St. John we find the eastern terminus of the Canadian Pacific Railway, or C.P.R. as it is commonly called.

7. A sail up the river from St. John to Fredericton, the capital of the province, is a favourite excursion. Eighty-four miles of exquisite and varied scenery lie between the two places. The river runs through good farming country, and some of the riverside towns are summer resorts.

8. Fredericton we find to be a delightful town, green with turf and trees. Here are the Government Buildings, the Supreme Court, and the University, as well as numerous factories. Its cathedral is a model, on a large scale, of the village church at Snettisham in Norfolk, and the east window is a copy of a famous window in Selby Abbey. Here, too, we find numerous ocean-going vessels, for the river is navigable for large ships up to this point. Fredericton is also a lumber centre, and has a flourishing woollen industry.

9. Now we return to St. John, and are ready for the next stage of our journey. We are bound for Prince Edward Island. A morning train carries us back to Moncton, and thence on to Pointe du Chêne on Northumberland Strait. There we embark on the ferry-boat, and in two or three hours we have crossed the strait to the pretty little town of Summerside.

10. We are now in Prince Edward Island, the smallest province of the Dominion. It is known as the "Garden Province," and a glance at the map shows us that the island is crescent-shaped, and very deeply indented; in size it is

somewhat larger than Lancashire. As the train takes us towards Charlottetown, the capital, we find ourselves echoing the opinion of Jacques Cartier, when he visited the island in 1534—a “low and beautiful island.” The reddish colour of the rocks and sand on the shore, and of the soil in the fields, makes the rich vegetation look all the greener by contrast. We are not surprised to find this English-looking, well-tilled island a favourite resort of tourists in the summer.

11. Though Prince Edward Island is the smallest province of the Dominion, it is the most thickly settled. Bearing this statement in mind, we get some idea of the sparse population of Canada generally. While Prince Edward Island has forty-three persons to the square mile, Westmorland, the most thinly populated English county, has eighty-one.

12. We find Charlottetown, the capital, a very healthy and well-laid-out city, with broad tree-planted streets and pretty surroundings. The town stands on a gentle slope at the junction of three rivers, and in front of it is a large and safe harbour.

13. We learn that the distance from Charlottetown to Pictou in Nova Scotia is about fifty miles, and that Pictou is a capital point of departure for Cape Breton Island, which we have not yet visited. We board the ferry-boat, and in a few hours find ourselves at Pictou. Here we are in what is perhaps the most Scottish part of Nova Scotia. The men are big, broad-shouldered fellows, and the Scottish accent is heard everywhere. Gaelic is still spoken in this district, as also in parts of Prince Edward Island, by the descendants of the early Scottish settlers.

14. The train is waiting to carry us to Port Mulgrave,

on the shore of the Strait of Canso, the narrow channel which separates Cape Breton Island from Nova Scotia proper. On the way we pass through a district rich in coal and iron, and we note that the town of New Glasgow seems to be following in the footsteps of the old Glasgow in the character of its industries. At Port Mulgrave the train is run bodily on to a steamer, and in a few minutes it is carried across the mile and a half of water, and is rattling along towards Sydney.

15. Cape Breton Island, we discover, is almost cleft in twain by two deep inlets entering on the north side. These inlets open into a lake-like expanse known as the Bras d'Or, or "arm of gold," which is connected by a canal with a bay on the south side. Our train runs along the western side of the Bras d'Or, and at Grand Narrows it is again ferried across a narrow neck of water. From this point we skirt the eastern shore of the Little Bras d'Or to within a few miles of Sydney.

16. We find that Sydney is the Sheffield of Nova Scotia. Iron ore is smelted and steel is made in large quantities; while in the neighbourhood, at Glace Bay and elsewhere, are both blast furnaces and important coal mines. At Glace Bay we see the huge iron structures by means of which wireless telegraph messages are sent to and received from Poldhu in Cornwall. Sydney grows very rapidly, and her inhabitants already speak of Halifax as a "relic of the past." A few years ago the population of Sydney was between 2,000 and 3,000; it is now more than 18,000.

6. THE LAND OF THE HABITANT.

1. We are next to visit the Province of Quebec, and our most speedy route would be by the Intercolonial Railway through Nova Scotia and New Brunswick. The train runs along the south side of the St. Lawrence Gulf and River most of the way. We may find another route much more interesting, however, if time is no object.

2. We are fortunate in finding at Sydney a "tramp" steamer bound for Chicoutimi, an important lumbering centre of the Province of Quebec. We go on board, and ere long find ourselves steaming through the narrow entrance of Sydney's magnificent harbour. Now we are tossing on the waters of the Gulf of St. Lawrence. Our course lies to the north-east, and there is nothing of special interest to see until we sight the island of Anticosti. Nor is this attractive, for it is little better than a forest-clad rock, with no good harbours and but few inhabitants.

3. Soon we have on our left the Gaspé Peninsula, with its bold ridge of hills, and we pass from the Gulf into the River. By-and-by we see near the south shore a great ocean liner, eastward bound, stopping to drop her river pilot; and soon another of the Atlantic greyhounds comes up behind and passes us: she also keeps close to the southern shore, and stops at the little town of Rimouski to land her mails.

4. Our course lies along the north side of the waterway, and by-and-by we arrive at Tadousac and enter the mouth of the river Saguenay, a large tributary of the St. Lawrence. We discover that the river is of astonishing depth: it is really a huge chasm or fiord forming an estuary for the

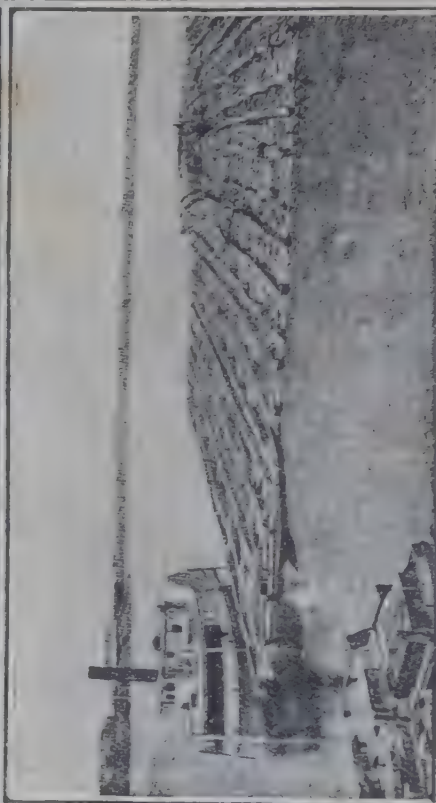


Quebec, the Gibraltar of America.

river. Its banks on either side rise sheer from the water for more than 1,000 feet, and between these frowning walls of rock the water appears as black as ink, though really it is as clear as crystal. Two massive and lofty precipices—Capes Eternity and Trinity—tower above the gloomy waters to a height of over 1,500 feet. By-and-by the gorge opens out into a true river-valley. A delightful sail along this strange waterway brings us to Chicoutimi, which stands at the junction of two streams. The place is not more than fifty years old, yet it is a considerable town, and has some of the largest lumber and pulp mills in all Canada.

5. As soon as we land in the Province of Quebec we notice that all the clocks are an hour behind our watches. Why is this? It is our first warning of the vast size of Canada. The sun rises on the Atlantic provinces five hours earlier than on the Pacific shores, and Canadians have divided their Dominion into five zones of time, each zone marking a difference of one hour. Our watches show "Atlantic time;" we must now put them back one hour to correspond with "Eastern time."

6. Now let us walk about Chicoutimi, which, like most Canadian towns, presents a very unfinished appearance to our eyes. The roads are, of course, unpaved, and are frequently a quagmire after heavy rain or after the melting of the snow. Between many of the houses are vacant "lots," which give the town a straggling air. Along the roads you see a ragged line of rough-hewn poles carrying telegraph and telephone wires. The church, with its lofty spire, and the pulp and lumber mills are the chief features



LUMBERING.

1. On the way to the lumber camp. 2. The lumber camp. 3. Piles of lumber at Ottawa. 4. Raft on the Ottawa River.

of the place. We notice that nearly all the houses are of wood, which is, of course, cheap in this land of timber, and makes warm, comfortable dwellings.

7. How strangely foreign the people seem! What language are they speaking? French; not the French of Paris, but a dialect of their own, said to be very like the French of the sixteenth century mixed with many words adopted from English. Quebec, as you know, was New France, and the bulk of its inhabitants to-day are the descendants of the original French settlers. The French-Canadians still retain their own language, their own religion (Roman Catholic), and their own laws and institutions, though they live in British territory and the Union Jack waves over them.

8. The French-Canadians are known as *habitants*. They are a quiet, simple, contented people, with no great ambition, but quite satisfied if they can make enough money in summer to keep them during the hard winter. Everywhere in Quebec you will see their quaint little villages, which are sometimes very picturesque, especially when they nestle in a quiet nook by the side of a river, or stand on the slope of a hill looking over a noble panorama of forest and stream. The outstanding feature of all these villages is the church, with its tall spire. The roofs have projecting eaves, forming a sort of veranda under which the family sits on summer evenings. Many of these French villages have become summer resorts, which are largely frequented.

9. The *habitants* retain many old French customs, and they are very fond of dancing, and of singing the old French songs, some of which their forefathers brought

with them from France. As a rule the *habitants* have large families ; a family of twenty-four is not uncommon. Many of the men are "lumber-jacks," and you may frequently hear them trolling snatches of the songs which the *coureurs de bois* of the old days used to sing as they paddled over the rivers of the West or camped beneath the pines and maples of the forests.

10. At Chicoutimi we are in a centre of the lumbering industry, and we soon observe that the forest wealth of Quebec is enormous. We must not imagine that a Canadian forest resembles the neatly kept woods which we see in England. Canadian forests frequently cover hundreds of miles of untrodden country. They are in a state of nature, and are self-sown. In a Canadian forest you will see trees at every stage of growth—saplings, fully-grown trees, and dead trees leaning against their fellows for support. Beneath the trees is a thick undergrowth. The ground is strewn with huge boulders ; while here and there are swamps, rivers, and shining pools.

11. In all the forest regions there are frequent traces of fire, which is an ever-present danger in the dry summer. The glowing tobacco knocked out of a pipe, a spark from a passing engine, or an unextinguished camp-fire may start the mischief, and miles of woods will speedily be wrapped in fierce flames. Mining and even farming settlements are sometimes wiped out of existence by such conflagrations, and great loss of life is sometimes due to them.

12. Not only has Quebec enormous forest areas, but she has also a vast number of rivers, which furnish her with water-power to convey the lumber to the sawmills, to drive

the saws, and to turn the wheels of the machines which transform the wood into pulp ready for making paper.

13. Lumbering means cutting down the forest trees, bringing them to the sawmills, and preparing them for use. Early in the "fall" bands of men start for the shanties, or log huts, which have been built in the woods marked out for felling. When the men reach the shanties in which they are to live during the winter they are divided into gangs, each with special work to do. The best men fell the trees and cut them into logs; another gang drags the logs to a central point, from which the teamsters haul them to the nearest river.

14. Were it not for the hard frost, lumbering could only be carried on with great difficulty. The ground and the swamps in the forest freeze hard, and when they are covered with snow the lumbermen can haul the logs over considerable distances with ease. The logs are piled up on the bank of the river, and as soon as the ice begins to break up in April the "river-men" get to work.

15. A "boom" of wood and chains is made in the main river, and here all the logs are collected. Then the boom is broken, and the logs are allowed to drift down the river. The men follow the "drive," taking care to leave no logs lying on the shore, but keeping all moving down stream. A "drive" sometimes numbers 150,000 logs, and covers the river for a mile or more.

16. At the numerous rapids which occur in the river there is much danger. The logs must be guided through the narrow channels with long pike-poles. Sometimes logs are caught on the rocks, and block the channel. Other

logs catch on these and form a "jam." The channel is closed, and the ever-increasing mass of timber forms a dam across the river. The men do their utmost to get the logs moving before the "jam" gets too big for them to deal with. They jump from log to log with the utmost dexterity until they find the "key log," which is the cause of all the trouble. When this is moved there is a rush of foaming water and tossing logs, which the men must avoid or they will be crushed to death.

17. "To see a man poise himself daintily on a rushing log, moving his feet rapidly to keep on the upper side, then with a mighty leap land on an equally unstable footing, and keep his balance, while the foam tosses and the river roars about him, is a sight to stir the coldest blood."

18. On the large rivers the lumber is frequently brought down in the form of huge rafts. Log huts are built on the rafts, and in the huts live the men in charge of the rafts. A great raft of timber slowly floating down a river is one of the most picturesque sights to be seen in Canada.

19. When the logs come to the sawmills they are collected in booms. The logs are hauled up from the river by an endless chain, placed on moving carriages, and cut into planks by the band saws and the gang saws, which deal with half a dozen logs at the same time. Outside, the boards are sorted and stacked in piles ready for shipment.

7. QUEBEC AND MONTREAL.

1. Canada's characteristic tree is the maple, and its leaf has been adopted as the national emblem. It is to Canada

what the rose is to England, the thistle to Scotland, the shamrock to Ireland, and the leek to Wales. The leaf of the maple is beautiful in shape, and the tree itself is tall, straight, and has splendid foliage. In the "fall," when the leaves are lightly touched with frost, they show a blaze of the most vivid tints imaginable—yellow, orange, brown, and red. The autumn splendour of the maples is the great woodland glory of Canada, and has inspired the verse of many Canadian poets.

2. There are many varieties of maple, but the best known is the hard maple, or sugar-maple, which is found in most parts of Eastern Canada. Its wood is hard, close-grained, and strong, and is used in cabinet work and in making implements which need a tough wood; but it is the juice of the tree which is chiefly prized, especially by young people. In early spring, while the earth is still frost-bound, the life-giving sap begins to rise in the trees. Cuts are made in the bark, and the sap which flows from these is boiled slowly until it turns first into syrup and then into a soft brown sugar. One of the joys of life to a Canadian boy is to go to a "sugaring camp" in the "maple bush."

3. Now let us move on to "fresh woods and pastures new." We take the train from Chicoutimi up the valley of the Saguenay, and in due course reach Lake St. John. The waters of this great lake abound in fish, and in the surrounding forests hunting is carried on by sportsmen and Indians. Large game, however, is now very scarce. In summer the Indians act as guides for tourists and anglers. The chief industry in this district is lumbering, but the soil



HUNTING PARTY IN THE LAURENTIDES NATIONAL PARK.

has been found suitable for mixed and dairy farming, and excellent butter and cheese are produced in the valley.

4. Now our train proceeds towards Quebec, passing near the Laurentides National Park, a "reserve" of about 2,640 square miles. The Government has set apart this area for hunting under proper regulations, and for providing a retreat where game may breed in security. We travel amidst a maze of rivers and lakes, and occasionally see the summer quarters of fishing clubs which afford accommodation to the busy merchants of Quebec city when they spend a holiday in the wilds.

5. Now our train runs through several French-Canadian villages, with white cottages and fruitful orchards, and speedily we arrive at Quebec, the most historic spot in all the New World. It stands on the point of a rocky peninsula facing eastward. On the south and east sides it rises by steep cliffs to a rocky summit. On south, east, and north it is defended by rivers: to the south flows the great St. Lawrence River, which expands on the east into a broad basin upon which the navies of the world might ride; while on the north the peninsula is protected by the river St. Charles.

6. The town itself consists of two parts—a lower town, which huddles by the waterside, and an upper town, which climbs the cliffs. High on the summit is the Citadel. Behind the Citadel extend the famous Plains of Abraham, now preserved as a national park. They are named after an English sailor who steered the first French ship up the river.

7. Quebec was the cradle of French dominion, and its



VIEWS IN QUEBEC.

1. Dufferin Terrace. 2. The Citadel and Château Frontenac. 3. Plains of Abraham and Wolfe Monument. 4. Sous-le-Cap Street. 5. Montmorency Falls. 6. Church of Notre Dame des Victoires. 7. Parliament Buildings. 8. French Cathedral. (Photos by Notman, Montreal.)

grave. Its founder was Samuel Champlain, the father of New France, and it remained the chief seat of government until that fateful day in the year 1759 when Wolfe wrested it from Montcalm. We might easily spend an interesting week in Quebec, roaming about its breakneck streets, gazing at its quaint, deep-eaved French houses, peeping into the many churches, and climbing to the Citadel, which looks out on one of the finest prospects in all the world. We must, however, hurry on.

8. We take the train for Montreal, which was the Hochelaga of Jacques Cartier. The city stands on an island at the junction of the St. Lawrence with its great tributary the Ottawa. From the waterside, with its limestone quays fronting the river for about two miles, the terraces of gray houses extend back to the slopes of Mount Royal, or the "Mountain," as it is commonly called. Montreal has many well-kept public parks, but the chief of them is Mount Royal, which rises to nearly 900 feet and contains 460 acres. An inclined railway runs to the top, from which a grand view is obtained.

9. Montreal was founded as a mission station, and to this day it may be called a city of churches. The chief of them is the cathedral of St. James, which is modelled on that of St. Peter's at Rome. The city also contains two important universities, the McGill and the Laval, the latter having also a branch at Quebec. As we walk through the bustling streets of the city, and observe its handsome residences and hotels, we can scarcely believe that two hundred and fifty years ago it was an Indian village surrounded by the primeval forest.



VIEWS IN MONTREAL.

1. View from Mount Royal. 2. Christ Church Cathedral. 3. Dominion Square. 4. St. James's Cathedral. 5. Notre Dame Cathedral. 6. St. James's Street. (Photos by Notman.)

10. Montreal is the chief port and the commercial capital of Canada. It is a city of banks as well as a city of churches. Here we find the headquarters of numerous steamship companies and the great railways. Montreal exports enormous quantities of lumber, grain, flour, pork, dairy produce, and fruits. Its manufactures are also very important.

8. IN ONTARIO.

1. After we have seen the sights of Montreal we make our way to the handsome station of the Canadian Pacific Railway, and take our tickets for Ottawa.

2. Before we board the train let us learn something of the gigantic railway on which we are to travel. As you already know, it stretches from ocean to ocean, and has fleets of ocean steamships which connect it with Europe on the one side and with Asia on the other. Here, at Montreal, we can board the train, and live on it for four or five whole days until we see the waves of the Pacific, 2,904 miles away. In all, the Canadian Pacific Railway controls over 15,000 miles of line; its main line is second only in length to the Siberian railway. Without doubt it is the most important railway in the British Empire.

3. The construction of the railway was carried on from both ends. The eastern section was fairly easy to make, and across the great flat prairies it was almost child's play, for there were no gradients, no embankments, and no great bridges needed. Sometimes the rails were laid at the astonishing rate of six miles in a day.

4. The western section, however, was very difficult to

construct. Between the seaboard of British Columbia and the prairies are huge mountain-chains, which seemed to make railway building almost impossible. There were great rivers to be bridged, tracks to be blasted out of the face of precipices, hills to be tunnelled, ravines to be spanned, and mountains to be climbed by means of bewildering loops and zigzags. All obstacles, however, were patiently and skilfully overcome, and in November 1885 the rails met, and the last spike that bound East to West was driven home by Lord Strathcona. Immediately afterwards for the first time was heard the joyful cry, "All aboard for the Pacific."

5. Before our journey begins let us look at the huge engine, with its unfamiliar cow-catcher and its loud clanging bell. The engine has little of the bright brasswork and decoration of paint which we are accustomed to see on our engines at home. Power and endurance are the only qualities required of a locomotive in this new land of vast distances. We now enter the "cars." We find ourselves in a long saloon, with a row of cross seats along each side and a passage down the middle. At one end we see the iced-water filter, which gives us a hint of the heat of Canada in summer. For trans-continental journeys the train is a hotel on wheels. There are sleeping-cars, parlour-cars, and dining-cars. We travel in a car which is a saloon by day and a comfortable bedroom by night. When passing through interesting scenery an "observation car" is attached to the train, and we may sit on the large open platform at the rear of the carriage and see the panorama of the landscape sliding past us.

6. We glide out of the station and cross a viaduct, from which we see, spanning the St. Lawrence, the Grand Trunk Victoria Jubilee Bridge, with its piers built specially strong so as to stand the stress of the spring ice-floes. Now we notice on our left the great steel bridge of the Canadian Pacific Railway, and the old village of Lachine, where a settlement was formed by the famous La Salle as far back as the year 1666. The crumbling ruins of his old homestead still stand hard by the stone mill which ground his corn. Soon we reach the pretty village of Ste. Anne, where Thomas Moore wrote his famous "Canadian Boat Song," and cross one of the mouths of the Ottawa River.

7. As we speed along we notice that the broad river is a busy highway: we see steamboats, lumber barges, and great rafts of timber floating along on its sawdust-laden stream. On we go, past many pretty French-Canadian villages and picturesque streams, and then run alongside the Rideau Canal into Ottawa, the capital of the Dominion, and the chief centre of the lumber trade.

8. Ottawa is most picturesquely situated at the junction of the Rideau River with the Ottawa. High up on a bold cliff 160 feet above the river stands the grand pile of the Government Buildings and the Houses of Parliament, with their noble Gothic towers and many pinnacles rising high above the dark-green foliage. From this point a magnificent view may be obtained. Away to the north-east, beyond the Rideau River, is Rideau Hall, the residence of the Governor-General. The Dominion Parliament, which meets in Ottawa, consists of two Houses much like our own. When these Houses agree on a Bill, and the Governor-General,

who takes the place of the King, signs it, the measure becomes law.

9. In the opposite direction, and looking up stream, we see the Narrows, where a bridge crosses the Ottawa River to the busy suburb of Hull. Beyond this bridge rises a cloud of spray, like steam from a cauldron; this cloud rises from the Chaudière, that is the Cauldron, Falls, where the river plunges down over a rocky ledge fifty feet high. The power of this fall is used to drive a host of sawmills and factories, while sloping channels or chutes at the side of the river carry rafts of logs down to the still water below. We may be allowed to ride down one of these chutes on a raft; it is a very exciting experience, but not at all dangerous.

10. We have now arrived in Ontario, the oldest English-speaking province, the most highly cultivated, the wealthiest, and the most populous of all the provinces of Canada. Ontario is the Lake Province of Canada. It borders on all the Great Lakes except Michigan, and has in addition a hundred miles of shore on the St. Lawrence. A recent extension of its boundaries has increased its coastline on Hudson Bay from two hundred to about five hundred miles. There are really two Ontarios—Southern Ontario, which might equally well be called Eastern Ontario, the oldest and most thickly inhabited part, and Northern Ontario, or New Ontario, extending to the north and west. Southern Ontario is a wedge of country lying between the Ottawa River and Lake Nipissing on the north, Lake Huron on the west, and Lakes Erie and Ontario and the St. Lawrence River on the south.



Ottawa, the Capital of the Dominion of Canada.
(From a water-colour drawing by F. Baragwanath.)

11. You cannot fail to notice the large number of lakes and the wonderful chain of waterways in Southern Ontario. The Rideau Canal has been made by linking together some of these waterways; it extends from Ottawa to Kingston on Lake Ontario, and was designed as an alternative traffic route to the St. Lawrence, which was exposed to attack from the United States bank during the wars of last century. Recently it has been proposed to link Georgian Bay, the most easterly part of Lake Huron, with the Ottawa and the St. Lawrence by means of a great canal, which will give passage to grain-laden steamers sailing from Lake Superior to Europe.

12. Eastward from Georgian Bay is the region of the famous Muskoka Lakes, which consists of a chain of inland waters dotted with rocky islands and surrounded by forest. The scenery in the district is very beautiful, and here in the summer time you see happy holiday parties occupying little wooden houses on the islands, or camping in tents. "Camping out" is very popular in Ontario in summer. Boys and girls dart about the lakes in canoes, sail their boats to and fro, or bathe at all hours of the day. Little steamers puff from wharf to wharf and carry picnic parties and fishermen to favourite spots.

13. The western part of Southern Ontario is perhaps the very choicest portion of Canada. It is a great peninsula lying between the lakes, and contains the larger part of the population, the most important towns and cities, the best developed industries, and the richest farms. Nearly all the land has been brought under cultivation, and we can scarcely realize that the early settlers had literally to hew their farms out of the forest.

14. As you travel by train or ride through this part of Ontario you will notice that the fields, while they are by no means so rough as some that we have seen, are not so carefully tilled as those at home. Land is plentiful, and there is no need to be so careful in its use. The furrows, for example, do not come so near the edge of the field as in this country. Field is divided from field either by barbed wire or by a fence of wooden rails known as a "snake fence," which zig-zags along the boundary. There are no hedges as in Britain.

15. You will notice, too, that the houses and farm buildings are all of wood, with overhanging eaves that form a veranda.

The kitchen is usually tacked on to the main building. Round the houses are pleasant gardens bright with flowers.

16. In the Niagara district, between Lake Ontario and Lake Erie, we find the best fruit-growing region in the whole Dominion. Peach trees abound, and hundreds of thousands of baskets of this delicious fruit are exported every year. The grapes that grow along the north shore of Lake Erie have given rise to a considerable wine trade. As for the other fruits, the strawberries and gooseberries



THE FRUIT HARVEST, ONTARIO.

are not so good as ours, but the cherries and plums are excellent. The soil is rich, and is carefully cultivated; the climate, though cold in winter, is warm in summer, as might be expected in a latitude corresponding to that of northern Spain and Italy.

17. Northern Ontario, or the New Ontario, which lies to the north of Lake Superior, is largely unbroken ground. It attracts hunters and fishermen from all parts of Canada, from the United States, and even from Europe. Parts of New Ontario will in time make a good farming country. During the formation of the new trans-continental line of the Grand Trunk Pacific Railway, a wonderful "clay belt" was discovered on the Hudson Bay slope of the province. The soil is deep and rich, and when the railway opens up the district and the great trees are cut down by the lumbermen, the farmer will enter and possess the land.

18. Near the Great Lakes, the southern slope, which is crossed by the Canadian Pacific Railway, is of a very different nature. Much of the ground is a wilderness of rocky hummocks, with a scanty growth of trees in the hollows, and a maze of lakes, rivers, and swamps or "muskegs." Its main wealth is under the ground. It contains the largest nickel deposits in the world, as well as much copper and cobalt. Sudbury, on the line of the C.P.R., has the most valuable nickel mines in Canada. West of Lake Superior there is a promising gold-bearing region.

19. In Ontario lumbering comes next in importance to agriculture. In every part of the province there are patches or whole districts of stunted woods and brush, but in the northern parts there is an almost continuous forest of

Canadian spruce, the best pulp-wood tree which grows. Here there are millions of acres of forest land which have never yet echoed to the sound of the lumberman's axe. Every year, however, the Government leases "timber-limits" farther and farther away from the Great Lakes, and every year the lumbermen lay waste a wider and wider area of primeval forest.

9. TORONTO AND NIAGARA.

1. Ontario is the most thoroughly British province of the Dominion. Everything reminds the Briton of the motherland—the people, the farms, even the uniforms of the policemen and the soldiers. Many of the people are proud to trace their descent from the United Empire Loyalists, the flower of the settlers in our old American colonies. For their loyalty to the old flag, they were harried out of their homes when the stars and stripes were raised over the new United States. We need not wonder that the people of Ontario are deeply attached to the Empire.

2. Now let us see some of the towns of Ontario. Kingston stands on the St. Lawrence at the head of what are known as the "Thousand Islands." In this part of its course the great river is strewn with thousands of picturesque islets, which form a perfect fairyland, called by the Indians the "Garden of the Great Spirit." The Great Spirit's Garden is now a summer resort for well-to-do Canadians and United States millionaires. The islets are covered with cottages, villas, fantastic castles, and palatial hotels.

3. Between the Thousand Isles and the city of Montreal is a series of rapids, which may be avoided by means of canals, but which are usually "shot" by steamers on the downward trip. A favourite amusement is to shoot the Lachine Rapids in a small steamer. The experience is very exciting. At one point the boat appears to stagger, then suddenly to settle down as if it did not mean to rise again. Shortly afterwards it seems bent on dashing itself against the sharp rocks that lie directly in its way. Just, however, as it is about to impale itself on them, a quick turn of the wheel sends it safely past what looked like certain destruction.

4. We will next visit Toronto, the capital of the Province of Ontario and the heart of English-speaking Canada. It is situated on a sheltered bay on the northern shore of Lake Ontario, and possesses a fine deep-water harbour, which is always full of lake and river steamers. Canoeing and boat-sailing are the chief amusements of the Toronto people in summer, and the lake is always gay with the white sails of little pleasure boats. There is plenty of fish to be caught too—salmon-trout and whitefish.

5. Toronto is one of the trimmest, cleanest cities on the American continent. It is a city of distances. The streets are long, broad, and tree-edged, when once you get beyond the business centre. The population exceeds 360,000. We have no provincial town in England with such an impressive array of public buildings. Nearly all the houses, including those of the working classes—there are no poor, as we use the word—have freshly-green and well-watered plots in front. There is an air of solid prosperity about Toronto.

6. Toronto has its university, its city hall—nearly as grand as Manchester Town Hall—its fine statues to the makers of Ontario and to the heroes of its fights, together with its splendid pile of the Parliament Buildings. The people of Toronto are proud of their city, and delight to beautify it in every way. Toronto is also the chief manufacturing place and distributing centre of the province. Its agricultural implements are famous all the world over.



TORONTO. GENERAL VIEW OF THE CITY.

7. We now board a lake steamer for Hamilton, at the western end of Lake Ontario. It is a clean, widespreading town, with broad and leafy thoroughfares, lying at the base of its "mountain." Here we are in the largest town of the Niagara peninsula, far-famed for its fruit farms. Hamilton may be called the "Birmingham of Canada," because of its numerous metal industries.



SCENES AT NIAGARA.

1. From Prospect Point, American side. 2. From Queen Victoria Niagara Falls Park, Canadian side.
 3. Whirlpool Rapids. 4. View from Goat Island. 5. The Falls in winter. 6. The Rapids and Falls from
 Falls View. 7. Bridge and Gorge below the Falls. (Photos 1, 2, 3, 6, and 7 by Notman, Montreal.)

8. We are now only forty-two miles from the greatest natural wonder of the North American continent—the Niagara Falls. We take the train to the city of Niagara Falls, on the Niagara River, which unites Lake Erie with Lake Ontario. At first the river flows quietly through a broad, level channel; but after a few miles its bed begins to slope downwards, forming rapids, over which the river boils in fury, and tears along at railroad speed. Then the broken stream gathers itself for a torrent-like rush. Just below the rapids the water, green and transparent like glass, leaps over a precipice 160 feet high into the boiling gulf below, with such a roar that the Indians called it “Niagara,” or “the thunder of the waters.”

9. At the head of the falls a wooded island divides the torrent into two parts—the American Fall, which is straight, and the Canadian or Horseshoe Fall, so called from its shape. The latter is much the finer. Clad in oilskins, visitors may actually walk under this fall and view the marvellous sheet of falling water from the rear.

10. The impact of such a mass of water on the pool below produces a dull thundering roar which cannot be described in words, and raises a cloud of soft white spray which can be seen miles away. The beautiful circular rainbows produced by the sunlight playing on the spray are seen to perfection from the Canadian side. Down below, the broad surface of the river is flecked with foam, but seems wonderfully steady in its flow. Soon, however, it gathers speed again, and for about half a dozen miles it rushes through a narrow rocky gorge. The river dashes and foams at a furious rate, leaping in blinding spray or

eddying in terrible whirlpools. The scene is almost as impressive as the falls themselves.

11. In the quiet reach just below the falls, a little steamer, known as the *Maid of the Mist*, ventures quite near to the falls so as to give visitors a view of them from below.

12. There are parks on both sides of the river; that on the Canadian side is known as the Queen Victoria Niagara Park, and occupies 150 acres. Three bridges span the river below the falls. On each side of the river, canals have been made, and some of the water is used to turn huge turbines and provide electrical power for towns and cities a considerable distance away. Toronto, for example, which is more than forty miles distant as the crow flies, gets the electricity for its factories, cars, and lighting from Niagara.

10. FROM NIAGARA TO WINNIPEG.

1. And now we must resume our journey westwards. We return to Hamilton and take the train to Sarnia, the most southerly port of Lake Huron. Here we board a fine steamer bound for Port Arthur, on the north shore of Lake Superior. We are still ploughing the waters of Lake Huron when the evening closes in with a gorgeous sunset.

2. In twenty hours we find ourselves making for St. Mary's River, the outlet of Lake Superior, by a passage between the Michigan shore and Drummond Island. Here we meet many freight steamers laden with wheat from the Far West and lumber from Northern Ontario. As we

proceed we skirt an archipelago of wild islands, with ever-changing landscapes of bluff, gorge, and mountain.

3. Now we enter the river, and see the rapids and the twin city of Sault (pronounced *Soo*) Sainte Marie. The rapids are avoided by two ship canals. We enter one of the locks, the ponderous gates are closed behind us, and water is admitted from Lake Superior. In a short time our ship is lifted twenty feet above the level of Lake Huron, and we are ready to steam out on to the waters of the huge inland sea.

4. The city on the south side of the river is in the United States, while that on the north is in Canada, and each has a ship canal of its own which is free to the ships of either country. The trade in wheat, lumber, and iron ore which passes through these canals is enormous. When we see the crowded shipping we are not surprised to learn that the traffic which passes through them is twice as great as that which passes through the Suez Canal, although the *Soo* is closed by ice for about five months every year.

5. Beyond the *Soo* the solitary shores of Lake Superior are fringed with dark pine woods that cover the swelling ridges of the hills. At length the shores disappear from view, and we are at sea—at sea on the largest fresh-water lake in the world. The huge, rifted precipices of Northern Ontario, and the rock-strewn land rich in ores of iron, silver, nickel, and copper, lie far to the north of us, and twenty hours will elapse before we reach our destination.

6. At length we sight the peaks of Isle Royale and Thunder Cape, and know that we are nearing the portals of the Mighty West. Passing near to Thunder Cape,

which rises 1,300 feet above the water, we cross the bay and arrive at Port Arthur, a rapidly growing town lying on a hillside.

7. Our attention is at once attracted by a vast row of grain elevators, probably the biggest in the world, and capable of storing seven million bushels of wheat. The town of Fort William, three miles away, has a similar row of structures. We are now at the end of what a writer calls the "wheat funnel" through which the vast harvests of the West are poured to feed the East.

8. "Look at yonder polished steel rails. They glisten like silver in the glare of the sun. They are worn bright with the carrying of wheat. From here to Winnipeg stretches a wheat-yielding prairie alternate with humped rock and dense forest. But beyond Winnipeg, westward, until the foothills of the Rocky Mountains are reached, is a plain—immense, boundless, with thousands of square miles waving with wheat, showing a scrubby, stubble face after the wheat has been reaped ; or else virgin soil, waiting for the tongue of the plough to turn it, and convert it into wheat-growing land."

9. Once the wheat is brought to the railway the farmer has done with it. Probably he sold his estimated crop months ago. An agent came along and offered him so much a bushel for it, according to its grade or quality. The grades of wheat are fixed by the Government. First of all comes No. 1 Hard, the best quality of grain, then No. 1 Northern, then No. 2 Northern, and so on. The farmer brings his loads of grain to the nearest elevator on the railway, where it is stored along with that from the

other farms in the neighbourhood, until it is loaded into great railway cars, each holding a thousand bushels.

10. When the grain reaches Fort William or Port Arthur all the wheat of the same grade is shot into huge bins, each holding from 75,000 to 80,000 bushels. Here it is stored for months, and withdrawn as the world needs it for bread. Look at yonder steamer being loaded. The wheat flows



GRAIN ELEVATORS.

from the elevator into its hold by means of iron pipes. The stream continues until the ship is loaded, and then away goes the wheat on the next stage of its journey to the Old World.

11. Fort William is now the lake terminus of the Canadian Pacific Railway. In the old days it was the chief post of the North-West Company, of which you will read in the next

chapter. The fur store in the old fort is no longer filled with "peltries," but has been turned into an engine-house.

12. At Fort William we pass from the zone of "Eastern" to that of "Central" time, and again we must put back our watch one hour. We now notice another curious feature about Canadian railway time; the hours are reckoned from 1 to 24 instead of repeating the series 1 to 12. The "a.m." and "p.m." after the hours are quite unnecessary, and no traveller is likely to mistake a day train for a night train.

13. Now we board a train of the Canadian Pacific Railway for a long journey westward. The train started from Montreal the day before yesterday, and has already completed nearly a thousand miles of its run across the continent. We take our places, and soon find ourselves passing through some of the wildest scenery in all North America. Rushing rivers, foaming waterfalls, and deep rock-bound lakes flash by us as we race on through the forest. Lumber camps are common, and even in the heart of this wilderness we find thriving villages. The waters abound in fish, beavers build in the streams, the woods are full of game, and as the climate is healthful the land is being rapidly cleared. The country abounds in minerals, which are being worked more and more every year.

14. By-and-by the landscape begins to open out; there is more level ground, and the rocky hummocks are finally left behind. We have reached the beginning of the great Canadian prairies. Farmhouses appear, separated by wide stretches of flat ground. Soon we find ourselves on the raw and ragged fringe of a great city, whose spires, chimneys, and elevators rise boldly from the plain in front. Our

train stops in a dingy, smoke-begrimed station, and we are in Winnipeg, the capital of Manitoba.



INTERIOR OF FORT GARRY, THE WINNIPEG OF 1870.

II. WINNIPEG.

1. If we have come in search of the picturesque "wild West" of which our story-books have told us, we have reached Winnipeg forty years too late. No longer shall we find the wigwams of the Indians on the banks of the Red River, or the rich western prairies their happy hunting-ground. Winnipeg is to-day a city of more than 130,000 souls. Thirty years ago it was the Red River Settlement, a little walled fort at the junction of the Red

and Assiniboine Rivers, and a straggling line of farms fronting the former stream. It has grown with marvellous rapidity; and no wonder, for it is the natural centre of trade for a vast region.

2. "Twenty-two years ago there were two mails a year, brought by dog-sleigh and canoe. Now transcontinental trains halt at Winnipeg four times a day. Half a dozen branch lines stretch out from it, north and south, searching for wheat. The roads are well made—asphalt, concrete, or paved with wood. Electric tramcars rush clangingly along the main streets. Great sky-scrapers are rearing their heads and rivalling those of New York—because land is so dear in the centre of the city. The banks are palatial buildings. The shops on Main Street are huge hives of trade. There is a town hall with an ornamental garden in front. There are public parks, and imposing churches, colleges, theatres, and music halls. There is nothing wonderful in all this until you recollect that within the easy memory of men still living, Winnipeg was prairie and the haunt of the buffalo!"

3. We are now in the great North-West which was presented by Charles II. to his dashing cousin Prince Rupert in the year 1670, when a company was formed known as "The Governor and Company of Adventurers of England trading into Hudson Bay." For two centuries this Company was the chief power in the North-West. Forts were set up on the shores of Hudson Bay, and gradually, by means of the rivers, the agents of the Company pushed into the interior and carried on trade with the Indians.

4. Slowly the forts grew in number, and were dotted

at wide intervals right over the vast land. In outlying parts of what are now called the North-West Territories the stations of the Company are still the only settlements of white men. So isolated were these "factors," so cut off from their fellow whites, that many of them married



MAIN STREET IN WINNIPEG TO-DAY.

Indian wives. Their descendants are the half-breeds of the West to-day.

5. Life at the out-of-the-way forts was then, and still is, very lonely. Often a young fellow who entered the Company's service as a mere boy was sent off to some far northern post where his nearest neighbour was a hundred miles distant, and where he rarely saw any one except his



OLD-TIME SCENES IN THE NORTH-WEST.

1. Hunting the Bison. 2. In a Hudson Bay "fort." 3. Making a portage. 4. Trapper attacked by a wolf.

comrades and the Indians who came to trade at the fort. In Winnipeg to-day you may meet a retired factor who has spent twenty years or more in the wilderness on the borders of the Arctic Circle, but who looks more hale and active than those of his age who have been living in city comfort all the time. For the most part the fur-traders are "spare men, shaggy, with little to say, and often with the look of frightened children in their eyes, as though they had gazed into the terrors of the unknown."

6. Civilization has touched only the fringe of the "great lone land" as yet, and there are curious contrasts to be noted between the new and the old. Here, for instance, you may meet in one of the luxurious hotels of Winnipeg an agent of the Company who has just returned from a tour of inspection among the trading-posts. For months he has been travelling with snow-shoes and dog-sledge over trackless wastes of snow. When evening fell he turned his team of "huskies" towards the shelter of some convenient pine wood. A hollow was scooped in the snow, and a cheery log fire kindled. The dogs received their daily meal of white-fish; tea-kettle and frying-pan ministered to their master's wants; then came the quiet hour of rest and meditation under the eternal silence of the stars, scarcely interrupted by the snarling of a dog or the lighting of "just one more" pipe of tobacco.

7. At last the fire is replenished for the night, the man wraps himself in his fur robes and lies down to sleep with only the canopy of pine branches between him and the clear starry sky. The blazing fire is close to his feet, and his dogs snuggle close beside him for



In a Canadian Forest.

warmth, or venture to curl themselves upon the furs which cover him as soon as he seems too deep in slumber to kick them aside. Next night he will share the rude comforts of some lonely outpost, where an Arctic blizzard may hold him prisoner for a week. Thus he spends the days of the northland winter—days for the most part calm, clear, and sunny, when the cold stirs the blood and gives a zest to movement, while the virgin snow makes the whole land a perfect highway for travel. The means of travel are precisely the same as they were two centuries or twenty centuries ago.

8. Then at last one day he steps from the 17th century into the 20th. He has reached the railway. His dogs are sent back with the half-breed attendant, while he steps into a luxurious parlour-car with the temperature of a summer day; and at meal-times his fare includes the products of every zone; while he is whirled across the snow-bound plain at a rate which covers a day's sledge journey every hour. The contrast is bewildering when one stops to think of it. Those who know only the civilized railway belt of Canada are apt to forget that, but a little way beyond it, life is still lived under the primitive conditions which obtained when the red man and the buffalo roamed over the prairies.

9. It is worth noticing that the route by which the earliest traders reached the prairies is the route by which the farmers of the present day hope soon to send their rich harvests to the Old World. Manitoba has extended herself northward over Keewatin to Hudson Bay, so as to have access to the sea. It is expected that ere long the

Dominion Government will build a line connecting the present railways with Port Nelson, which would then become a most important seaport during the three or four months in each year when the bay is free of ice. When that railway is built it will provide the shortest route for the harvests of the West; wheat will be put on board the ocean steamships at Port Nelson as cheaply as it now reaches the lake steamers at Fort William on Lake Superior.

10. The Indians of the present day are few in number, and have lost much of the endurance and proud bearing of their forefathers. They still excel, however, in their old Indian handicrafts, and many of them work for lumbering, fishing, and canning companies, or herd cattle and act as guides to sportsmen. Farming instructors have been sent among them, but even the new generation has not lost its love for a roving life, and in most cases the Indians do not make good farmers. Their guardians in the North-West are the Royal North-West

Mounted Police, perhaps the finest body of mounted men



A HUDSON BAY COMPANY'S FORT AND TRANSPORT TRAIN (FORT SMITH).

in the world. The special duty of this force is to prevent the sale of spirits amongst the Indians, and generally to keep them in order.

11. While I am speaking of soldiers, let me remind you that there are no British troops in Canada, the garrisons at Halifax and Esquimalt having been withdrawn in 1905. The Canadian permanent force consists of about 3,500 men, and these are found at the training depôts and fortresses. In every large city you will find an armoury, which is the headquarters of the militia. There are about 60,000 men in the active militia, which undergoes a fortnight's training every year, and every Canadian between eighteen and sixty is liable to serve in the reserve militia. In addition, there are numerous rifle clubs and cadet corps which help to give a military training to this extremely loyal nation. Schemes for a Canadian navy or for Canadian additions to the British navy are at present under consideration.

12. ACROSS THE PRAIRIE.—I.

1. One of the sights of Winnipeg is to witness the arrival of immigrants. All through the spring and summer they come pouring in, by special trains and ordinary trains, often at the rate of a thousand a day. They belong to all nations. The West is a medley of people of all nationalities. You will find not only English, Scottish, and Irish settlers, but Galicians, Italians, Scandinavians, Dutch, Germans, and Russians. Thousands of American farmers have crossed the border, and have for-

saken the Stars and Stripes for the Union Jack. Most of these men have already had experience of prairie farming.

2. Any man over eighteen years of age can have a farm of 160 acres free, on condition that he will reside on it for three years, and cultivate a certain amount of the land. Many of the immigrants who arrive at Winnipeg go straight to the Government offices to secure a "homestead" on these terms.

3. The "homesteader," as he is called, finds himself by



AN IMMIGRANT TRAIN ARRIVING AT WINNIPEG.

no means on a bed of roses. He arrives in the spring, and finds his land a great many miles from any railway. His first work is to build a "shack," or rough wooden house, then to sink a well, and "break" some of the prairie. By the time this is done the hard winter is upon him, and his labours for one year are over. Through the long lonely months he must exist somehow, but with the coming of the spring he can probably sow enough land to give him a crop. His start is now made, and step by

step he must proceed. If he is a hardy, determined man, with some knowledge of Canadian farming, he will soon find himself in comfortable circumstances.

4. Western Canada is badly in need of men. Sometimes there are so few workers to be hired that in the remoter districts grain cannot be harvested until it is over-ripe. In the wheat season train-loads of labourers go out West from the large towns, but they are barely sufficient to reap the teeming harvests. On one occasion, not long ago,



A PRAIRIE HOMESTEAD—FIRST YEAR.

the farmers “held up” a passing train of harvesters and secured their services before they left the district. The ire of the farmers further west was naturally aroused.

5. In every new “township,” or division of thirty-six square miles, two square miles are set apart as school lands. These are sold or let to provide school buildings and some money for their upkeep. The farmers of the West are always anxious to be close to a school, in order that their children may have the benefits of a good education. Everywhere in Canada the education of the young is con-

sidered of the utmost importance. The schools are free, and the promising pupils are enabled to move on from the Public School to the High School and to the College or the University. The children have frequently to tramp two or three miles to school in the morning, along the cart tracks that form the prairie roads. Generally, however, they drive or ride.

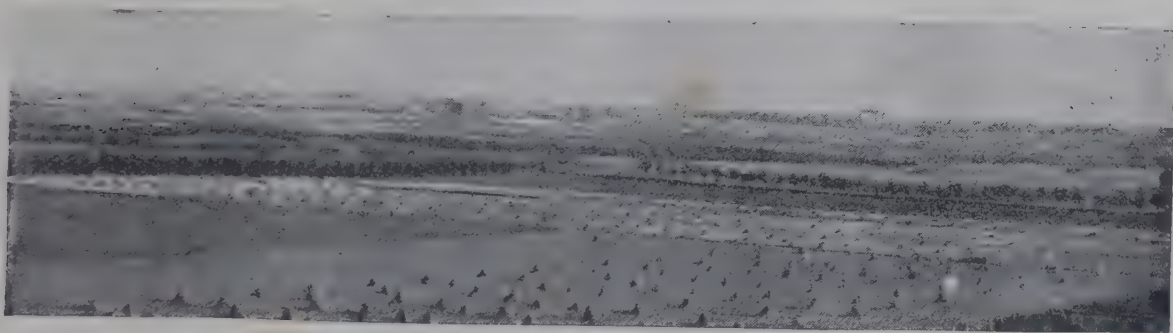
6. The second Friday of May in each year is called Arbor Day. The teachers and scholars of every school devote the day to planting trees and beautifying the school grounds. Trees are scarce on the prairies, and Arbor Day is meant to impress on the children the importance of planting them.

7. We now leave Winnipeg and continue our journey west by rail. We have hardly settled down in our seats before we are out on the open prairie. The gleaming rails stretch before us without a single curve as far as the eye can reach. The country is almost as level as a billiard table, and the broad, almost treeless plains extend away to the horizon. Mile after mile we run through rich waving cornfields. On either side of the railway we notice a black border of ploughed earth. This is kept free of grass, so as to form a "fire guard." If a spark from the engine falls upon the dry grass beside the line, this bare strip prevents the flames from reaching the long, dry grass beyond, where it would start a prairie fire that might result in widespread destruction.

8. As we proceed westward we gradually reach higher ground. Everywhere we see prosperous-looking farmhouses with their barns and stables, and at intervals we

hurry by or through little roughly-built prairie towns. About a hundred miles from Winnipeg we cross the Assiniboine River, and reach the beautifully-situated city of Brandon, next to Winnipeg the largest town of Manitoba. The place is only in its teens, but it has good buildings and a large number of grain elevators and mills. On the farther side of the town is a government farm where experiments are made for the purpose of discovering the best methods of raising crops.

9. Soon after leaving Brandon we enter the Province of Saskatchewan, and traverse the second of the three great



BRANDON, FROM THE GOVERNMENT EXPERIMENTAL FARM.

prairie steppes that stretch, one after the other, from the Red River to the foothills of the Rocky Mountains. We soon reach the zone of "mountain" time, and again must put back our watches an hour. We have left the monotonous plain which lies in the centre of Manitoba—the bottom of an ancient lake, as geologists tell us—and are now travelling over the land that formerly lay round its shores. We see it as a great billowy ocean of grass and flowers, now swelling into low hills, now sinking gently into broad basins with gleaming ponds.

10. The country is broken here and there by valleys and

irregular lines of trees marking the water-courses. The horizon only limits the view, and as far as the eye can reach the prairie is dotted with newly-made farms. The deep, black soil of the valley which we left in the morning has given place to a soil of lighter colour overlying a porous clay, but almost equal to the former in fertility. The wheat ripens in a little over three months, for during summer it has almost continuous sunshine every day.

11. Saskatchewan and the neighbouring province of Alberta are traversed by three great transcontinental lines of railway, with branches in every direction. The Canadian Pacific Railway crosses the southern part of the region; the Canadian Northern diverges towards the north, and connects Winnipeg with Edmonton, the capital of Alberta. The Grand Trunk Pacific, now under construction, crosses the province between these two lines.

12. When we look out of the window we see a country in the making. At almost every station we notice piles of goods and farm implements belonging to immigrants who have just arrived. Close by this station, for example, we see a family living under canvas; their cattle and horses are grazing close by, while children and dogs keep an eye on them. The men are busy putting up a frame, which will be a house in two or three days' time. Yonder we notice two or three wagons driving away from the railway out into the boundless grassy plain. They are laden with household goods, furniture, and provisions, and with a house as well, for those boards and joists will soon take shape when the selected "quarter-section" has been reached. Here, again, are a few houses in a row behind

the railway station, and others dotted about near by, most of them at the angles of broad intersecting roadways which are staked out on the prairie. Next year, or the year after that, this hamlet will be a town, and these grassy roadways will be streets and avenues.

13. In a few hours we see before us what seems to be a city of the giants. We are accustomed to the sight of grain elevators, singly or in small groups, but here we have a long row of them—a dozen or a score—towering above the railway and the town like the dwellings of some gigantic race. This is Indian Head, the centre of an enormous grain trade. Round about it are some of the largest farms or wheat ranches in the world, and near it is a Government experimental farm.

13. ACROSS THE PRAIRIE.—II.

1. We now reach Regina, a thriving prairie city which was devastated by a tornado in July 1912. It is the capital of Saskatchewan, and has a spacious pile of Government buildings newly erected on the banks of a partly artificial lake, which gives a pleasing variety to the landscape. Regina is the distributing centre of a wide stretch of country. Here we find the headquarters of the North-West Mounted Police.

2. After leaving Regina the Canadian Pacific Railway line steadily rises and winds through a wide grassy region dotted with lakes. Wild geese, cranes, ducks, snipe, and plover are found here in myriads, and waterfowl blacken the surface of the lakes and ponds.

3. Over these prairies thirty years ago countless herds of buffaloes roamed at will amidst luxuriant grasses, through which they waded breast-high. Pioneers in Canada can recall the great hunting days of the Indians and half-breeds, who, mounted on their wiry little horses, dashed through and through the maddened herds, slaying the huge beasts by hundreds. So ruthless was the slaughter that the bison is almost extinct to-day. Some herds of "wood bison" are still found in the far north; but a small herd which we shall see in the National Park near Banff, and a few specimens here and there in zoological gardens, are all that now remain of the monarch of the plains.

4. By-and-by we stop at a town with the odd name of Moosejaw; but the name is not so odd as it would have been if the complete Indian name had been translated instead of a part of it. The Indian name was "The-creek-where-the-white-man-mended-the-wagon-with-a-moose-jaw-bone." Shortly afterwards we enter Alberta, the most westerly of the three central provinces. It, too, is magnificently watered by the upper tributaries of the Saskatchewan, Athabaska, and Peace Rivers, and the headwaters of the Mackenzie, which flows to the Arctic Ocean.

5. Large parts of the province are underlaid with coal, which is found a few feet below the surface, and frequently "crops out" on the banks of rivers and creeks. Coal-mining is largely carried on in the south, and large coalfields have been discovered recently in the district traversed by the Grand Trunk Pacific line. Natural gas and petroleum are obtained by boring deep wells.

6. The capital of Alberta is Edmonton, a rapidly-

growing town on the Saskatchewan, and an old trading-post of the Hudson's Bay Company. It lies off the main track of the Canadian Pacific Railway, but the two newer trans-continental lines pass through the city. A branch of the Canadian Pacific from Calgary, which formerly stopped at Strathcona or South Edmonton on the opposite bank of the river, is now carried over to Edmonton by means of a great steel bridge. Edmonton is beautifully situated, and its trade



EDMONTON.

is steadily advancing with the coming of the railways. It is lighted by electric light, and has electric cars. There are grain elevators, flourmills, sawmills, brickyards, and tanneries.

7. Edmonton was formerly called the "station for the North Pole," for beyond it was nothing but the great hunting region of the Mackenzie basin, extending within the Arctic Circle. The vast lands which spread out east, west, and north of Edmonton formed one of the last great

fur preserves in the world. From Edmonton the agents of the Hudson's Bay Company depart for the wilds, leaving the world behind. Once a year, or perhaps twice, letters and newspapers reach them. Early in the spring dog-teams trot into Edmonton, drawing behind them sleighs laden with rich furs. The men in charge of them rest awhile in Edmonton, buy flour, salt, tobacco, and other things needed for use and for exchange with the Indians, and then start on their long return journey, bearing with them the news of the world for their comrades in the distant solitudes.

8. Now this is quickly changing. Edmonton, after all, is no nearer the North Pole than Manchester. The Peace River district and other lands among the foothills of the Rockies lie in the same latitude as the north of England and the south of Scotland, and have been found to be one of the most wonderful agricultural areas of the world. The snowfall is light in winter, and the warm "Chinook winds" often lick up the snow as soon as it falls. Cattle can feed out of doors all the year round, the rich grasses being turned into natural hay by the dry, warm climate. All grain crops grow luxuriantly on a fine fertile soil. The farmer has taken the place of the hunter. Edmonton is no longer the station for the North Pole, but the entrance to a new Alberta, which will rival the old as a farming and ranching land.

14. FROM CALGARY TO VICTORIA.

1. We return from Edmonton to Calgary, the centre of the ranching country, and the largest and most important

place in Alberta. In its streets you are sure to see the cowboy. "His saddle is high-pommelled, the stirrups Mexican ; by his side hangs the useful lasso ; on the back of his head is a broad, flat-brimmed, much-dented felt hat, held on by an elastic band." You will also see "younger sons" from England who love the free life of the West, and have come out here to rear steers and horses.



COWBOYS.

2. Let us pay a visit to a ranch. Most of the ranches are far away from the railway, for the land near the railway is now being occupied by the farmer. Great tracts of the more level ground have been irrigated by a canal from the Bow River, and British farmers are finding these "irrigation farms" very productive. The higher ground is still devoted to stock raising.

3. Here we find the cattle roaming over the hills untended and almost wild. They mix with cattle of other ranches, but every one of them is branded with the owner's mark. Now and then there is a "round up," either for branding or for sending the animals to market, in which case the cowboys ride round the straying cattle and drive them into huge enclosures near the railway.

4. On the western prairies it is the white fences of the stockyards rather than the grain elevators which catch our eye at the railway stations. Watch this "mob" being driven to the station. The cattle are gently pressed forward, and there is no noise; for if the animals are frightened, away they "stampede," and the work has to be done over again another day. It is difficult work to get the cattle on board the cars, but the cowboys manage it.

5. Now we must resume our journey. Leaving Calgary, we follow the valley of the Bow River, and suddenly come upon the Rocky Mountains, a magnificent range of snow-clad peaks. As we draw nearer and nearer, the mountains rise up like a vast barrier, their bases deeply tinted with purple, their sides flecked with white and gold, while high above, sharply outlined against the deep blue sky, are the snowy peaks. The forests which clothe the lower slopes are the haunts of numerous wild animals, including bears, wolves, mountain sheep, and various kinds of deer.

6. We pull up at Banff, famous for its wonderful scenery and its hot sulphur springs. We are now in Canada's great National Park, which corresponds with the famous Yellowstone Park of the United States. The great feature of the park is its magnificent expanse of snow-clad moun-

tains and lakes—"fifty Switzerlands in one." Banff stands in the midst of grand scenery, and its chief feature is a huge hotel, built for the convenience of visitors to this "playground of Canada." In a large corral of 2,000 acres we may see the last remnant of the countless herds of bison which once roamed over the great plains. As the great shaggy animals stand gazing at the passing train, we feel that they represent Canada's past standing face to face with her future.

7. Resuming our journey, we find that the line threads its way through gloomy forests. Then leaving the woods it emerges into the full glare of sunlight, climbs steep ravines, winds along lofty precipices, and crosses torrents of clear green water from the glaciers which fill the higher valleys.

8. Here and there we see beautiful mountain lakes surrounded by lofty peaks. Lake Louise, one of the most beautiful of all, lies within a short distance of Laggan Station, and is fed by a glacier—indeed, it has been formed by one. At Laggan we reach the zone of "Pacific" time, and again our watches must be put back an hour.

9. Two hours after leaving Banff our engine brings us to the summit of the Rockies, just a mile above the sea. Here a rough sign near the railway informs us that we are at the "Great Divide"—that is, at the watershed of the great backbone of North America. We are now in British Columbia, and the descent begins. We follow a river, now crossing deep ravines, now piercing great outstanding masses of rock, now quietly gliding along level park-like expanses of turf, until we enter a great gorge with

frowning walls thousands of feet high. This is known as the Kicking Horse Cañon. Below us is the rapid Kicking Horse River, and we follow its course for many miles.

10. Two hours from the "Great Divide," and 3,000 feet below it, the gorge suddenly expands, and we see before us a jagged line of snowy peaks, wilder and grander than the Rockies, though not quite so high. This is the Selkirk Range, and we must climb some 2,000 feet in order to cross it by Roger's Pass. The broad river sweeping through the valley is the Columbia, which here flows towards the north.

11. To reach the deep valley beyond the pass, the engineers of the line have constructed a series of loops and curves of the most bewildering character. One of them forms a double loop like the letter **S**. The line is roofed over with strong sheds of timber at many places to protect it from avalanches or snow-slides, for the snowfall on the Selkirks is much heavier than on the Rockies. We plunge for hours through precipitous gorges, and again come out upon the Columbia River, now flowing south. It has made a circuit around the Selkirks, while we have come directly through them. The river is wider and deeper here, and is navigated by steamboats southward for nearly two hundred miles.

12. Now we continue our journey. We pass Revelstoke, a supply station for the mining districts up and down the Columbia River, and speed on to the great Shuswap Lake, the centre of a sporting region where caribou is still plentiful. Shortly afterwards we cross the Gold Range by the Eagle Pass, and descend again to the town of Kamloops, on the Thompson River, in the great basin between



Tree Felling in British Columbia.
(From the painting by J. H. Bacon, R.A.)

the Gold and Coast Ranges. In the neighbourhood we see several cattle ranches and pleasant farmhouses. Then the view changes. The hills draw close together, and we pass



THE FRASER RIVER CAÑON, B.C.

into a gloomy and desolate gorge, called the Black Cañon, through which the Thompson River winds its way.

13. The cañon of the Thompson River suddenly opens

out into another cañon, which the train enters with a sudden bend to the south. This is the valley of the Fraser River, and once more we find ourselves among hills and gorges, and again the stream roars through an awe-inspiring chasm with huge walls of black rock. The railway runs along narrow ledges and in and out of tunnels which have been hewn in the great cliffs. As we look down we may see Indians on projecting ledges spearing salmon or scooping them out with nets. Often in the month of August passengers may see the eddies packed with salmon, their back fins showing above the water.

14. The river fisheries of British Columbia are very productive. Salmon are netted or speared by the thousand, and in the canneries along the river banks they are cut up, cooked, and packed in the tins which are so familiar in our shop windows.

15. BRITISH COLUMBIA.

1. British Columbia is renowned for its mineral wealth. Gold-mining began in 1858, when there was a "rush" of diggers to the Fraser River. There the pioneers dug up the earth and washed it for gold, just as the Chinamen do on the river to-day. In most places, however, where this "placer" mining is carried on, hydraulic dredgers are now used to bring up the gold-bearing earth. Elsewhere shafts are sunk into the quartz, which is brought to the surface and crushed or treated chemically to extract the gold. Silver, iron, and copper are also found in abundance. Nearly all the towns of the interior are mining towns.

2. At last we reach the end of the Fraser River Cañon, and we find that it has led us right across the great Coast Range. The wild mountain scenery is now behind us, and we are traversing a broad, level valley with rich soil and most luxuriant vegetation. We pass through a forest of mammoth trees, some of which are nearly three hundred feet high and twelve feet in diameter.

3. British Columbia has immense forest wealth. No country in the world can show such noble forests as those which clothe the Coast and other ranges. The stately Douglas fir, giant cedars, and various species of pine and other trees abound, and lumbering only yields to mining as the chief industry of the province. Agriculture, we also observe, is becoming important, and fruits and vegetables flourish wonderfully. British Columbia is one of the finest fruit-growing countries in the world, and its fruit ranches are drawing settlers from the old country every year. Cattle-breeding and dairying are also advancing.

4. Suddenly there is a gleam of water through the trees and the Pacific is in view. We follow the shore of Burrard Inlet amidst magnificent scenery, and away to the right and in front are the snow-capped spurs of the Coast Range.

5. At intervals along the heavily-wooded shores we see villages with busy sawmills, and notice that most of the workmen are Japanese. In the vegetable patches near the line we see Chinamen hard at work. The gangs of railway workmen we pass are mostly turbaned Hindus. We have travelled so far West that we seem to have almost reached the East! A few minutes more and our train runs into

the station at Vancouver and our long journey is at an end. Montreal is 2,904 miles away.

6. Vancouver is a busy town of over 100,000 inhabitants, with broad streets, electric tramcars, fine buildings, and attractive "stores" or shops. Its harbour is deep and sheltered, and in it you see, amidst the varied crowd of freighters, an "Empress" C.P.R. boat just in from China, and a mail-steamer about to start for Australia. Vancouver is the busiest city of British Columbia, and has many and varied interests. Its chief attraction to the tourist is Stanley



THE HARBOUR, VANCOUVER, B.C.

Park, a peninsula of forest lapped by the sea. Here you find some of the "giant trees" of the province.

7. Across the island-studded Strait of Georgia is Vancouver Island, which is half the area of Ireland, and is famous for its coal and other mineral deposits. In the south-east is Victoria, the capital of the province. It is a delightful town, to which the man who has made his "pile" retires with his wife and daughters. Victoria has pretty drives and pretty parks, with magnificent views on every side, and it devotes much of its time to pleasure-seeking. Not all, however; for here are the fine Parliament Buildings overlooking the harbour, and

yonder are ironworks, foundries, and machine shops. Three miles from Victoria is Esquimalt, formerly the naval station of our North Pacific squadron.

8. From Victoria steamers depart for Skagway with passengers for the goldfields of Yukon, which occupies the north-west corner of British North America between British



BRIDGE ON THE YUKON RAILWAY.

Columbia and the Arctic Ocean. It is a territory nearly as large as France, and is watered by the great Yukon River and its many tributaries. On the banks of the Yukon, at the place where it is joined by the Klondike River, lies the rich goldfield of Klondike.

9. About the year 1897 the fame of the Klondike became noised abroad, and bands of adventurous gold-seekers

rushed to it from all parts of the world. Hundreds perished in the ice-clad passes, and hundreds more lost their lives in the rapids of the rushing streams. When the diggings were reached fresh hardships awaited the miner. The winter lasts for eight months, and the thermometer stands many degrees below zero all the time. The mining is of the "placer" character. Only during the brief summer can the digger obtain water with which to wash the "dirt" and learn whether his winter's work has been a failure or a success.

10. The difficulty and peril of getting to the goldfields has been overcome by the construction of a railway from Skagway, at the head of Lynn Canal, over the White Horse Pass. From White Horse the miner must travel some four hundred and fifty miles by lake and river to Dawson City, which is a town of some 10,000 inhabitants and the business centre of the district.

11. We have now concluded our tour of Canada, a land of marvellous extent and boundless resources, which is only at the beginning of its great career. The Canadian is full of confidence in the future of his vast land, and he believes that in years to come the star of Empire will find its way westward, and that Canada will lead the world in industry, wealth, and culture. When we remember that the population of the United States at the beginning of the nineteenth century was less than that of the Dominion to-day, we can understand why the Canadian believes that "the twentieth century belongs to Canada."

16. THE ISLES OF THE PIRATES AND BRITISH TROPICAL AMERICA.

1. We are now to visit the West Indies, those beautiful islands which stand like stepping-stones between North America and South America. We cannot spend much time in them, delightful as they are. For the most part, the West Indies and our possessions on the mainland of tropical America can never become "Britains Overseas." Their climate prevents them from ever being a "white man's country." We must therefore content ourselves with a hasty glance at them.

2. The story of these islands is a wonderful romance, brimming over with stirring doings, and abounding in tales of adventurers, pirates, and sea-dogs. The Caribbean Sea was one of the great schools in which our sailors learnt their national trade. Every British naval commander of renown has ploughed the gleaming blue waters in which these islands lie. Drake, Frobisher, Hawkins, Raleigh, Rodney, Jervis, Collingwood, and Nelson all fought for the Empire and all won renown amidst these wonderful Isles of the West.

3. Our most important possession in the West Indies is Jamaica, and to secure it we had to fight with the Spaniards. When Columbus was asked by King Ferdinand to describe Jamaica he crumpled up a piece of paper and said, "It is like that." So it is, but the hills and ravines are covered with the most luxuriant vegetation possible. Everything will grow in Jamaica except cereals and fruits which need frost to bring them to perfection, and the

island teems with vegetable life. There are such remarkable trees as the guango, which folds up its leaves in rain and at night, the gigantic cotton tree, and the "traveller's tree," which yields cool water.

4. Myriads of brilliant butterflies and all sorts of birds flit about in the dazzling sunshine, from the gemlike humming-bird to the wild turkey buzzard known as Jim Crow; while the gorgeous blossoms of the flowering trees seem almost unnatural in their splendour. The climate is nearly perfect, with almost perpetual sunshine and blue skies. It is scorchingly hot at midday, though, near the coast, the heat is tempered by the sea-breeze known as the "doctor."

5. Sugar-cane was formerly the great product of Jamaica and the other British West Indian islands and the source of their abounding wealth. The plantations were worked by slaves—negroes brought from Africa, and felons or rebels sent out from home and bound to their masters for a term of years. In the old days many persons were kidnapped and carried forcibly to the West Indies to toil in the deadly heat of the plantations. In time, however, the white bond-servants were replaced by negro slaves, and the plantations were tilled by them until the year 1834, when the British Government, to its everlasting credit, abolished slavery throughout the Empire. One never-to-be-forgotten evening 300,000 negro slaves climbed the hills to await the rising sun, which, for the first time, would shine on them as free men.

6. There was another side, however, to this picture. The freed blacks now refused to work on the plantations, preferring to till the little patches of soil which easily gave

them a living. Many of the planters were ruined, and evil days set in. A few years later another blow was struck at the sugar industry. Formerly, all sugars but West Indian sugar were taxed in the home market, and this, of course, meant that all our sugar came from the West Indies. When free trade was adopted, sugar was admitted on equal terms from all over the world, and the sugar industry of the West Indies dwindled to almost nothing. The islands also suffered greatly from the competition of beet-sugar, which is now grown over a large part of Europe, and was formerly encouraged by government grants, or "bounties," which enabled the beet-sugar to be sold below cost price.

7. Before the bounties were done away with the islands were in a sad plight, but in the year 1901 they discovered a new industry. In that year an English shipping firm began to run a line of steamers specially constructed to carry fruit. Speedily West Indian bananas were put on the English market, and at once they became popular. In addition to bananas and oranges, the steamers carry vast quantities of sugar, coffee, dye-woods, cassava, and cotton.

8. Jamaica has a great future before it, and only needs energetic, capable men with capital to regain its old position. Out of a population of over 800,000 only some 16,000 are whites. The natives are very contented, and very lazy, though if forced to work they will do so cheerfully enough. The island is so fertile that no man need ever be hungry, a mud-covered wattle hut suffices for shelter, and little clothing is necessary. The native is a good husband and father. He is not very truthful, but he is very good-humoured, and makes a pleasant and agreeable servant.



Sugar Plantation in Jamaica.

9. We need not describe the various other West India Islands, for they are all much alike. Some mention, however, must be made of Trinidad and Tobago, the southernmost islands of the West Indian chain. Trinidad is in some respects the most remarkable of all the islands. Its capital, Port of Spain, ranks with Kingston, the capital of Jamaica, in size, importance, and wealth. The island greatly resembles South America in the tangled undergrowth of its forests and the ever brilliant foliage of the trees on its wooded heights and in its green valleys.

10. One of the most curious features of Trinidad is a lake of asphalt or pitch. It is a black circular plain set in a frame of dense forest. The pitch is hard enough to bear the trucks which run along it on rails, but one feels in crossing it as if one were walking on the back of a huge whale. The men engaged on the pitch lake always work in the same place. They dig out a long trench during the day, and when they come to their work in the morning they find that it has been filled up again by the pressure of the surrounding pitch. Nearly 159,000 tons of asphalt were exported from Trinidad in 1910.

11. In Central America our only possession is British Honduras, which is considerably larger than Wales. It is wedged in between the Mexican state of Yucatan and the republic of Guatemala. The shore is lined with mangrove swamps, and beyond these lies a rich belt on which all tropical fruits are grown. The interior is largely covered with the dense forests which produce mahogany, logwood, cedar, and other useful and beautiful woods. The chief town is Belize, which is said to be named after an old

buccaneer named Wallace. It has no harbour, and steamers are obliged to load and discharge their cargoes by means of lighters. The inhabitants are Indians, negroes, Spaniards, and descendants of the English buccaneers.

12. The only continent on which we do not possess extensive territory is South America. Our sole possession there is British Guiana, which is, nevertheless, considerably greater in area than the island of Great Britain. Guiana lies between the Amazon and the Orinoco, and is divided between the British, French, and Dutch. British Guiana is the most westerly part of the country. It is extremely well watered, and as the rivers enter the sea through deltas the coast lands are scored in all directions by channels. The coast land is very low; in many parts it is actually below sea-level.

13. The Dutch, who were the first to own the land, were successful settlers. They built dikes and walls to keep back the sea, and the land thus reclaimed is still the only cultivated and civilized part of Guiana. The inland regions are not yet thoroughly explored. Beyond the mangrove swamps, which are half land, half sea, and the low-lying, cultivated coast strip, the land rises to the heavily forested ranges of the interior. The highest summit of these ranges is a great flat-topped mass of pink sandstone with steep wall-like sides, 8,600 feet high. This great mountain region is covered with almost impenetrable forest. In the rivers grows the *Victoria regia*, the largest of all water-lilies.

14. Guiana is rich in gold, and there are besides diamond fields and deposits of iron and manganese. Sugar, gold, balata, rum, and rice are the chief products exported.



Gibraltar.

(From the painting by Chas. Dixon, R.I.)

17. THE ROAD TO INDIA.—I.

1. Tilbury, the famous spot where Queen Elizabeth, with the heart of a lion in her woman's body, called upon her troops to repel the Spaniard in the hour of England's great danger, is our point of departure for the Empire of the East. The train from London runs right to the quayside, where a P. and O. steamer lies waiting for its passengers.

2. When the friends who have come to say "Good-bye" have gone ashore, the great vessel is coaxed out of the dock into the sullen, muddy waters of the Thames, and her long ocean journey has begun. By the next morning the pilot has been dropped, and the steamer is well down the Channel. A few hours later we are in the Bay of Biscay.

3. Our first sight of land is Cape Ortegal, on the northern coast of Spain, and a few hours later we make out Cape Finisterre. Then we skirt the shores of Portugal, and later on catch a glimpse of Cape St. Vincent. Here we recall Sir John Jervis's great victory over the Spanish fleet on "glorious Valentine's Day" in the year 1797.

4. The waters through which we are now sailing are sacred to the memory of our great seamen :—

"Their name's on Torres Vedras, their fame's on Vigo Bar;
Far-flashed to Cape St. Vincent, it burns on Trafalgar:
Mark as ye go the beacons that woke the world with light
When down their ancient highway your fathers passed to fight."

Yonder low, sandy cape is Trafalgar, and our grateful thoughts at once turn to the little one-armed, one-eyed hero of a hundred fights who won his greatest victory and

gave his life for his country on these heaving waters more than a hundred years ago.

5. In a few hours we enter the Strait of Gibraltar, and see the famous "Rock" on which the Union Jack has waved since the year 1704. "The fabric of our Empire is held together by the ocean courses of our warships. They are the girders supporting the Empire, and our naval stations are their points of rest." Gibraltar is the first of these stations on the route to India. Its guns command the strait, and for this reason it is called the "Key of the Mediterranean."

6. The Rock is a great rugged promontory rising to a height of more than fourteen hundred feet, and having an area of about two square miles. We first sight the western side, and at once feel a pang of disappointment. Where is the huge precipice rising sheer from the sea? Where are the walls, the trenches, the frowning ramparts, the tiers of big guns? All we see is a steep hillside and a harbour, around which crowds a homely town, with here and there glimpses of gardens. The only evidences of warlike strength are the great gray warships in the harbour.

7. We go ashore and investigate. We soon discover that the steep precipice, so familiar in photographs, rises not from the sea, but from the sandy isthmus that connects the Rock with Spain. We soon discover, too, that the east side is very steep, and that the strength of the fortification has by no means been exaggerated. Broad galleries and passages have been hewn out of the living rock, and every twelve yards the murderous-looking muzzle of a big gun peeps through a porthole.

8. The town of Gibraltar, as we already know, lies on the west side of the bay. It is the centre of a large trade between the United Kingdom and the north of Africa, and has a motley population of Britons, Spaniards, Jews, and Moors. Gibraltar will soon have an enclosed harbour capable of giving shelter to the largest battleship afloat. It is a free port, and a most important coaling station.

9. Now our good ship heads for Marseilles, the great Mediterranean seaport of France. Here we are joined by the "overlanders" who left London some eighteen hours ago, and almost immediately we begin the next stage of our journey, and steam full-speed for the Strait of Bonifacio, which separates the islands of Corsica and Sardinia.

10. We pass through the strait during the night, and so see nothing of its rugged shores and of the lofty mountains of Corsica. Then comes a long day without any special incident. After dinner we all crowd on deck to look out for the volcano of Stromboli, "the lighthouse of the Mediterranean." Long before the great cone comes into view we see a rosy glow in the sky. It is the reflection of the boiling lava on the steam which issues from the crater.

11. Were we making this part of our voyage by daylight we should find the next few hours full of interest. We should see some of the other Lipari islets, and we should gaze on the Sicilian mountains, which we are fast approaching. Little by little the beauties of the Strait of Messina would unfold themselves. To our left we should see the Italian shore with the high ridge of the Apennines and the little seaside town of Reggio. On the other side we should see the ill-fated town of Messina, with its roofless and



THE HARBOUR OF VALETTA, MALTA.

frontless buildings still standing to bear witness to the terrible earthquake which, in the year 1908, shook down the city like a house of cards, and swept some thousands of people into eternity. Messina is rapidly rising from its ruins, though the new city lies more to the eastward.

12. We are now within one hundred and fifty miles of another pier in the great British bridge which spans the globe, so let us learn something of it.

13. Malta, which has been called "a little military hothouse," lies to the south of Sicily. It is the chief of a group of three islands and some rocky islets which, taken together, are less in area than the smallest English county. The importance of Malta must not, however, be measured by its size. As the headquarters of our Mediterranean Fleet, a calling-place for ships, a fortress, and a coaling-station, it is of the utmost importance.

14. Valetta, the capital, is almost as strongly fortified as Gibraltar itself. It stands on a rocky tongue of limestone rock projecting into a deep bay, with a magnificent harbour on each side, in which a whole fleet can anchor in safety. The town itself is one of the most picturesque places in the world, with stone-paved streets running along the ridges, and descending in long flights of steps to the quays.

15. The island is very rocky, but it is thinly covered with a rich mould of such fertility that it supports a larger number of people to the square mile than any other equal area on earth. Flowers, fruit, grain, and potatoes grow extremely well. The Maltese are a sober, industrious people, and are very proud of their island home.

16. We resume our voyage. A long, lazy, delicious day passes and a soft night succeeds. On waking in the morning and looking through the porthole we find ourselves off the island of Crete. The long central mountain chain culminating in Mount Ida is clearly visible. An island which we are much more eager to see lies far out of our route. This is the island of Cyprus, the third largest island in the Mediterranean, and another link in the chain of our Empire.

17. Cyprus is a little larger than the counties of Norfolk and Suffolk put together. Mountain ranges fringe the northern and southern shores; and seen at a distance from the west, Cyprus looks like two islands parallel with each other. Between the mountain ranges is a plain which is very fertile, and for the most part well cultivated. Owing to centuries of neglect and bad government Cyprus, which was formerly well watered and well wooded, fell into decay. We acquired the control of it by treaty in 1878. It is still a part of the Turkish Empire, and we pay an annual tribute to the Turkish Government for it.

18. Since we took over the island it has improved greatly. Irrigation works have been carried out and trees planted, but the island makes slow progress. The people are ignorant, the seasons are uncertain, and swarms of locusts sometimes descend on the crops and march like a devastating army over the country, clearing off every green leaf and every blade of grass. We are doing our best to restore the island to its old prosperity, and already there is a considerable trade in wine, spirits, corn, cotton, silk, wool, cattle, mules, and copper. The population numbers

over two hundred and seventy thousand, and is partly Greek and partly Turkish. The capital, Nicosia, stands on the central plain ; and Famagusta, on the east coast, is a port which we are fast developing.

18. THE ROAD TO INDIA.—II.

1. Shortly after breakfast-time on the morning of the fifth day out from Marseilles the lighthouse of Port Said comes into view, and we slow down to take the pilot on board. Then we forge ahead again and glide gently into the Suez Canal. To the right of us there is a massive breakwater, and on it is a statue to Ferdinand de Lesseps, the creator of the canal. His epitaph is surely that of Sir Christopher Wren : " If thou seekest his monument, look around."

2. We now tie up to the buoys in front of Port Said and passengers for Cairo pay their farewells and proceed to the station, where their train is in waiting. There is nothing attractive about Port Said ; it caters for and lives on the passing voyager.

3. The canal, however, is very gay and animated. Swarms of small boats dart to and fro, and to the eyes of untravelled Britons the boatmen seem to be characters in an Oriental comic opera, for they are dressed in all the colours of the rainbow. Amphibious creatures floundering in the murky waters of the canal beseech the passengers who hang idly over the rail to " Throw silver, sah ! " If you toss them a coin, they will retrieve it long before it has reached the bottom.

4. Great lighters full of coal are being hauled out to our ship, and all who do not desire to be choked with coal-dust must go ashore. The lighters carry on top of their coal hundreds of coolies, each armed with a basket. Hardly have the lighters made fast before these coolies begin a weird chant and form an unending procession up and down planks to and from the coal scuppers. In the space of a few hours our bunkers are full; we have shipped enough coal to carry us to Bombay.

5. By 4.30 the next morning the Brindisi boat has arrived, bringing the mails and the "last minute" passengers from London. After breakfast we begin to thread the canal at a uniform pace of four miles an hour. No greater speed is permitted; the "wash" of a big ship under full steam, or even half steam, would soon break down the banks.

6. While we are getting under way, let us learn a few facts about the canal. It is nearly 100 miles long—76 miles of actual canal, and 24 miles of dredged and buoyed waterway through the lakes. In all this length there is not a single lock! The canal varies in width from 80 to 120 yards, and it is deep enough for the heaviest Dreadnought in existence. Begun in 1859, the canal was completed ten years later at a cost of £16,000,000. It is not the property of any one nation, but the United Kingdom is by far the largest shareholder; it holds 35 per cent. of the shares. In the year 1911 the number of vessels passing through the canal was 4,969. Of this number 3,089 or 62 per cent. were British.

7. For the first few hours the canal crosses the shallow

arm of the Mediterranean known as Lake Menzaleh. Two long parallel embankments cross this so-called lake, which is very shallow and is studded with rocks. When this section is passed, we have the red sands of the desert to right and left of us. Side by side with the Canal runs a sweet-water canal. It is a simple ditch, and its course can everywhere be traced by the grass and trees which flourish



A LINER AT PORT SAID.

along its margin. Except for this fringe of verdure all is blank desolation.

8. Later on in the day we cross Lake Ballah, pursuing our way between rows of buoys. In the late afternoon, the level rays of the descending sun cause the desert to glow with wonderful gradations of colour from gray to rose-pink and living gold. Then a marvellous sunset ends the day and the great electric lights gleam out from our

bows, flooding the water with a broad beam of vivid white and turning the desert sands on the banks to silver.

9. Onward we go across Lake Timsah and see away to our right the town of Ismailia, from which the railway to Cairo strikes off westward. Another stretch of canal follows, and then we enter the Bitter Lakes, which are believed to represent an old arm of the Red Sea. After



VIEW TAKEN AT PORT SAID SHOWING 14 MILES OF THE SUEZ
AND FRESH-WATER CANALS.

these lakes are passed we navigate the last stretch of the canal, and finally reach Port Tewfik on the Gulf of Suez. After a couple of hours' delay, we steam into the gulf, with the peninsula of Sinai on our left hand. The coast is high and rocky, rusty-red in colour, and absolutely without any trace of green. The Egyptian coast on the other side is much the same in character.

10. We are now in the Red Sea, which has a bad

reputation as being the hottest sea on earth. As we are sailing through it in late October, and are favoured with a head wind, we suffer no great discomfort, though we are glad to sleep on deck. For a day the east coast is in sight, then we see no land until we pass the two rocky islets, on one of which there is a lonely lighthouse.

11. On the evening of the ninth day out from Marseilles we find ourselves passing through the Strait of Bab-el-Mandeb, "The Gate of Tears." A mile and a half from the Arabian coast and eleven miles from the African coast is the island of Perim, which has been held by a British garrison since 1857. The island is only five square miles in area and is of volcanic formation. It contains a lighthouse and telegraph station, and its total population is about two hundred and fifty.

12. By eleven o'clock on the morning of the tenth day we are in sight of Aden, the Indian Gibraltar, as it has been called, because Aden is subject to the Presidency of Bombay. There is, indeed, considerable similarity between Aden and Gibraltar. In both cases there is a great mass of bare, towering rock rising out of the sea, and connected with the mainland by a low, narrow neck of land. Both have a good natural harbour, both are coaling stations, both are free ports and busy trade centres, and both keep watch and ward over important trade routes.

13. Aden stands on a peninsula of south-west Arabia, and is one of the most extraordinary places on earth. It is really the crater of an old volcano, and resembles a vast cinder heap shut in almost entirely by lofty serrated peaks, some of which are over 1,700 feet high. On one of these

peaks there is a Marconi installation. The red-tiled houses of the town and cantonment are on the east side of the crater, and except for a signal station, a clock tower, and a Moorish-looking hotel, there are no buildings to catch the eye. A little patch of tenderly-cared-for grass in front of the club is the only sign of green. The heat is very great, and rain falls about once in three years. Nearly all the drinking water is now obtained by distilling sea water.

14. Amidst the hills at the back of the crater there are a number of ancient tanks for collecting and storing the rain when it does fall. These tanks were dug out of the rock many centuries ago, but were buried and forgotten until 1854, when a British engineer rediscovered them and restored them to their ancient use. Almost everything needed to sustain life in Aden has to be imported from the hinterland, which is now under British control.

15. The harbour at Aden boasts five fathoms of water, and is always a lively, bustling place, chiefly owing to the regular coming and going of liners from Australia, the Far East, India, and the east coast of Africa. As soon as we anchor, the British residents come out in steam launches to greet us, and we say "Good-bye" to friends who leave us here to embark on another vessel, which will carry them to Mombasa and to other East African ports.

16. Aden rejoices in a very motley population, and soon we see specimens of its people both on board and in the surrounding boats. There are Parsis in long white coats and glazed hats, which look as if they were covered with fly-papers; Somalis with frizzed hair daubed with clay;

coal-black negroes ; and Jew traders with curious ringlets over their ears. Formerly, passengers were diverted by the antics of diving boys, but since one of them was snapped up by a shark the practice has been stopped.

17. Two hours later our anchor is apeak, and soon we are churning up the sand as we leave the harbour to resume our voyage. For half a day or more we shall be in sight of the rocky coast of South Arabia, and then no land will be seen until we reach the shores of India at Bombay.

18. On the morning of the fifteenth day out from Marseilles, we steam into the magnificent harbour of Bombay, the gateway of India. As soon as the sun rises we hasten on deck to view our surroundings. We are lying in sheltered waters between the island of Bombay and the coast of the mainland. The city lies before us, covering the island, and we see many spires and towers and domes rising above the general level. There are great docks down by the waterside, and the harbour is busy with shipping of all kinds, from huge white liners and "tramps" to native craft with their great bird-like sails. Behind us, fringing the shores of the mainland, rise the long line of the Ghauts, broken into lofty tables and fantastic peaks. We have arrived in India.

19. A GLANCE AT INDIA.—I.

1. Before we commence our tour of India let us obtain some general information about the land and its peoples. The two most important facts for us to notice at the outset are the vastness of the land and the density and varied char-

acter of its population. India is not a country; it is a sub-continent, which includes a large number of countries inhabited by peoples who differ widely from each other in race, creed, language, and custom.

2. To compare the size of India with that of the mother-country is almost ridiculous. India might be carved up into fourteen countries as large as the British Isles. It is, in fact, about the same size as the whole of Europe outside Russia. Across this vast land we can travel in a straight line for a greater distance than that from London to Constantinople. Let us put the comparison in another way. The distance from the huge mountain barrier on the north to the southern extremity of India is as great as from Iceland to Spain.

3. No less than 145 distinct languages are spoken in the peninsula, and nowhere in Europe can you find people who differ so widely in appearance, creed, language, and custom as those of India. A native of Calcutta or Bombay is as much a foreigner in Delhi or Peshawar as an Englishman is in Paris or Rome. The total population of India is 315 millions—that is, about one-fifth of all the people on earth.

4. Now let us examine the map and discover some of the leading facts about this vast and varied land. We first notice that it is the greatest of all the peninsulas of Asia. We cannot fail, too, to observe that it is shaped like an immense wedge with long and almost unbroken sides. The coasts of the peninsula portion are far from the shores of other parts of Asia. In the days before steamships, a sea journey from India to other parts of the continent was a serious matter. This fact alone goes far to explain why

the people of India have never been wanderers far from home.

5. Then, again, we notice that the coasts of India are very deficient in bays and islands. There are no deep indentations of the sea by means of which we can sail far into the country, and there are but few islands to tempt men to launch out from the mainland. Men learn to become sailors by navigating the bays and gulfs and narrow seas near their shores, but almost everywhere in India the boatman must push out into the open sea. This, again, is another reason why the people of India are not wanderers but stay-at-homes. We shall see other reasons later on; but even now, we can understand that India has been a self-contained land for centuries. Foreigners have been known in India since the days of Queen Elizabeth; but, until quite recent years, Indians have never left home in any great numbers.

6. You remember that when we arrived in the harbour of Bombay we saw on the shores of the mainland a long range of lofty and strangely-shaped mountains fringing the coast, and leaving only a narrow strip between them and the sea. These are the Western Ghats, which extend as an almost unbroken wall of rock from Bombay harbour southward for some six hundred miles. Until, with great difficulty, a railway was made across them, the people of the interior were quite cut off from those dwelling on the coast strip. The consequence is that the people of this Malabar coast differ greatly in language and customs from all the other peoples of India.

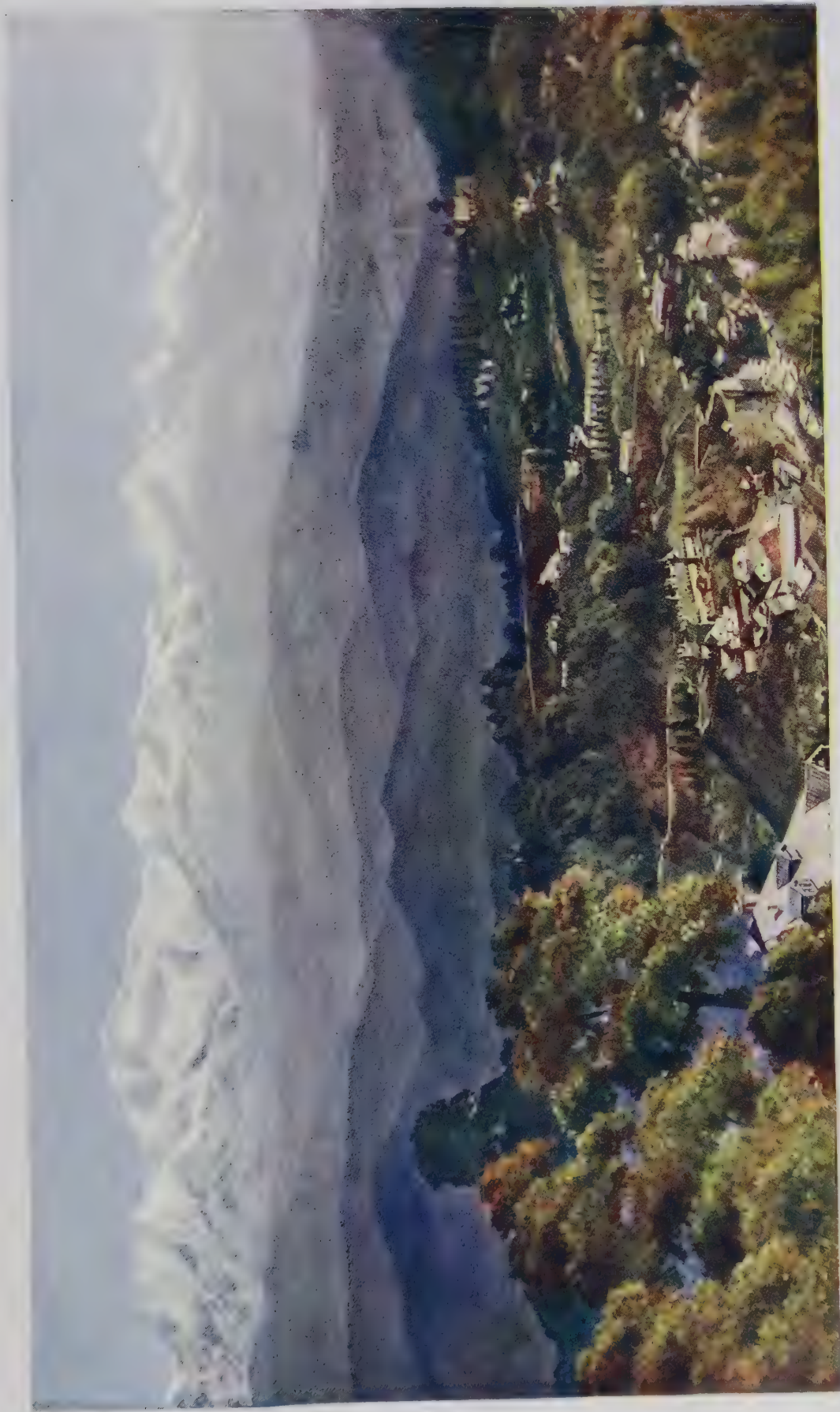
7. Similarly, on the eastern side, we find the Eastern

Ghats fringing what is called the Coromandel Coast. Though they are much lower than the Western Ghats and stand farther back from the seashore, they too have served to keep the people within set bounds. The Eastern and Western Ghats meet some two hundred miles north of the apex of India in the Nilgiri Hills.

8. Between these coast barriers is the great tableland of the Deccan, which is crossed by many minor ranges of hills, and cleft by many river-valleys. The direction of the river courses shows us that the plateau slopes gradually to the Bay of Bengal. Two almost parallel ranges, the Vindhya and Satpura Mountains, hem the plateau in on the north and cut it off from the great plains which lie beyond. Once more we observe how the build of the land has severed the peoples of India and kept them apart during long ages.

9. Now look beyond the great plains to the huge mountains which form an almost impassable barrier to India on the north. These are the Himalayas, the loftiest and broadest mountain system in the whole world. More than forty of its peaks rise above the snow line, and one of them, Mount Everest, is the culminating point of the whole world.

10. These Himalayan ranges form a great double barrier between India and Central Asia for 1,500 miles. There are single valleys in this huge highland system which would contain the whole of the Alps; and most of the passes are higher than Mont Blanc. These mountains are much more than a huge natural wall of defence. The glaciers of this marvellous region store up water to feed the vast rivers which flow across the plains and give life and prosperity to millions of people.



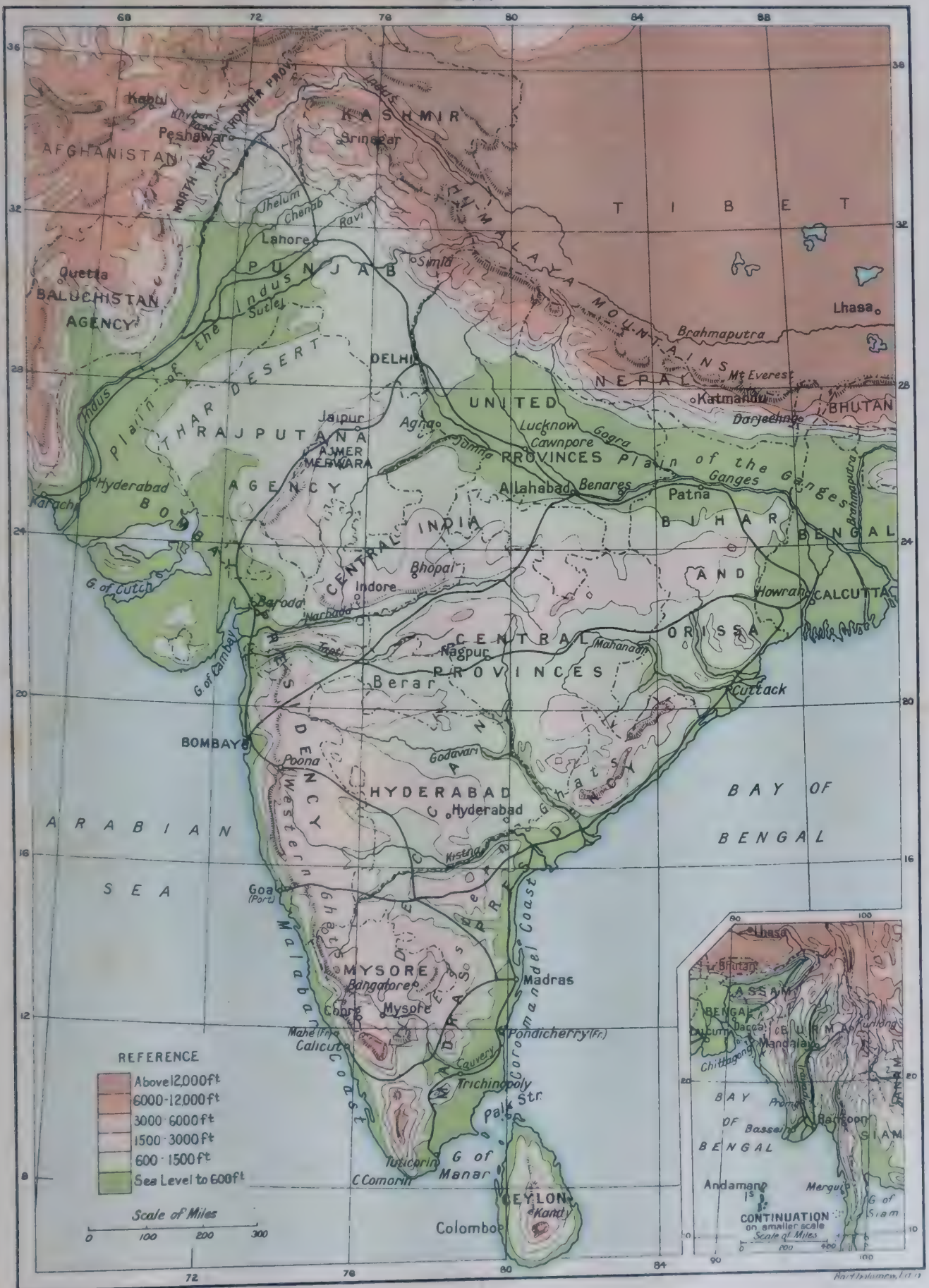
The Himalayas (from Simla).

11. The map shows you other ranges forming a formidable barrier on the north-west. Through these mountains there are certain passes which alone give access to India from Central Asia. The most famous of them is the Khyber Pass through which every invader of India, except the British and the French, have made their way. The Khyber Pass is the only chink in the mountain wall through which an army with big guns can advance upon India. If you turn to the north-eastern frontier you see another tangle of lofty mountains cutting off India from Burma.

12. Thus, by sea and mountain, India is isolated from the rest of the world, and by sea, mountain, and desert the people of India are isolated from each other. These physical facts explain clearly why India has never been one country, but a collection of states inhabited by peoples with no common bond of blood, language, or custom, to hold them together.

13. By far the richest and most populous part of India is the region of the great plains watered by two mighty rivers, the Indus and the Ganges. From the map you will see that these plains are divided from each other by a broad belt of desert. Notice the wonderful river Ganges which flows down from the Himalayas in myriads of streams and carries an unfailing supply of water to the millions of people who live and labour within reach of it. This river is perhaps the most important in the whole world. Civilization has everywhere begun on the banks of great rivers. The civilization of ancient Egypt grew up beside the river Nile ; the civilization of India began on the banks of the Ganges.

INDIA



14. To millions of Hindus the Ganges is a sacred river, and the reason is not difficult to understand. On the banks of the Ganges all that is greatest and best in India began and flourished. India's history was made there, and so was its religion, which is inseparable from the life of the Hindu. The greatest temples and places of learning are to be found in the valley of the Ganges. Here, too, was the home of those Indian arts which were carried to perfection in an age when the rest of the people of India had hardly emerged from slavery.

20. A GLANCE AT INDIA.—II.

1. In the last lesson we glanced at the configuration of the land, and noticed what an important effect it has had on the inhabitants in the past. We are now to learn how this configuration makes India what it is at present. In other words, we must study its climate, and the effects of this climate on the life, character, and prosperity of the Indian peoples.

2. Turn again to the map and notice that India extends from the latitude of South Italy to within eight degrees of the Equator. The tropic of Cancer crosses the broadest part of India, so that the greater part of the land is within the tropics. From this we gather that India is a hot land, but we must not suppose that it has a uniform climate such as obtains in our own small islands. India is so vast that almost every kind of climate is found within its bounds.

3. The climate of a place depends, as you know, upon



In Bombay — "Primus in Indis."

three main conditions: upon its latitude, its distance from the sea, and its elevation. In India, as a rule, the climate becomes cooler as we travel northward. This, however, is only partly true; the other two conditions must be taken into account. Thus, during the hottest part of the year, Madras, which stands on the south-east coast, is cooler than Lahore, which is in the far north and nearly seven hundred miles from the nearest sea. On the other hand, during the coldest part of the year, Lahore has frosts in the early morning, and there are fires in the houses during the evenings. In Madras there are no fireplaces in the houses, and the punkahs are never taken down from year's end to year's end.

4. Further, when the heat is almost unbearable at Lahore, it is possible to find places even in the south of India where Europeans can live in comfort. You know that the higher we ascend the cooler the air becomes; consequently, if the hills are only high enough we can by climbing them pass from tropical heat to Arctic cold. Every province of India has one or more "hill stations," and during the hottest part of the year the members of the Government migrate to these places and enjoy comparatively cool breezes, while less fortunate folks are sweltering in the plains.

5. India is an agricultural country, a land of tillage and not of manufactures. Though she has twenty-nine cities with over a lakh (100,000) inhabitants, nine out of every ten people live in the country and support life on the crops which they raise. India has a vast amount of fertile soil, and crops grow readily and plentifully under the hot

sun, always provided that they receive a sufficient and timely amount of moisture. If the "rains" fall abundantly at the proper season, the people of India are prosperous ; if the rains fail, famine stalks through the land, and hundreds of thousands of people are likely to perish of starvation. It cannot be too often repeated that water is the most blessed of boons in India. It is the very life-blood of the land.

6. Now let us consider India's supply of moisture. In our own country we have rain at all seasons of the year ; not so in India. The Indian year may be divided into two parts, the "hot weather," and the "cold weather," the latter extending from the beginning of November to the end of March. This season is practically rainless ; the rains fall in the hot weather during the five months of June, July, August, September, and October.

7. Suppose you are on the Western Ghats, looking out to sea during the latter part of the month of May. The sun is bright, the sky is clear, and the wind blows softly. A few days later all is changed. The sun is hidden and the sky is black with dull heavy clouds, which are swept rapidly towards the land by the fierce south-west wind. The "monsoon" is about to "break." Then the thunder roars, lightnings flash, the waves toss high, and rain falls in a deluge, sometimes for days at a time. The streams are flooded and torrents roar down the hillsides, often leaving havoc in their train. The wind is sometimes so powerful that it will blow a man off a horse and uproot trees.

8. This "south-west monsoon" is the great source of moisture to India. On its timely "bursting" depend the

fortunes and even the lives of millions. It has two branches, one of which blows across the Arabian Sea, the other across the Bay of Bengal. Let us now consider the effect of the mountains on this monsoon. First of all we will study the Arabian Sea branch.

9. You know that from Bombay the great mountain barrier of the Ghats stretches southward for six hundred miles. As the rain clouds sweep up from the sea they are condensed by the Ghats, and a copious supply of rain falls on the hillsides and the coast plain and runs rapidly to the sea. An attempt is now being made to utilize this annual downpour for industrial purposes. A huge lake is being constructed in the Ghats, turbines are to be installed, and thus Bombay is to receive electric light and power at a very cheap rate.

10. The monsoon climbs the Ghats and flows out over the great tableland of the Deccan, but it is like a sponge that has been squeezed. While the rainfall on the seaward face of the Ghats is about two hundred inches annually it is but twenty-five inches beyond the mountain barrier. The Ghats secure the lion's share of the rainfall, and that of the Deccan is, therefore, much stinted.

11. Notice the parallel ranges of the Vindhya and Satpura Mountains. At their seaward end there is no barrier; consequently the clouds penetrate the country between these ranges and carry a supply of rain into the interior. Still farther north the coast is flat, and there is nothing to bar the passage of the clouds. They sweep across a hot flat plain, and discharge but little of their water until they reach the Himalayas. For this reason

a large part of India to the north and west of the Gulf of Cutch is a dry, sandy desert.

12. Now let us deal with the Bay of Bengal branch of the south-west monsoon. It sweeps up the bay, strikes the coast mountains of Burma, and descends in floods upon their seaward face and the narrow plain at the foot. Here we have an even heavier rainfall than that of the Western Ghats. Blowing over the Ganges delta the clouds reach the hills of Assam, and on them discharge torrents of rain. At one station on these hills the average annual rainfall is 480 inches, the heaviest in the world. In the year 1861 it was actually 805 inches, or 67 feet; half this depth of water would be sufficient to float a man-of-war.

13. When the monsoon reaches the great barrier of the Himalayas its onward progress is blocked. It is forced to turn aside and pass up the Ganges valley. As it proceeds it grows weaker and weaker, and consequently the rainfall grows less and less. On the Ganges delta it discharges about 50 inches of rain; at Agra, half-way along the valley, the annual rainfall is only 23 inches, while at Peshawar it is only $4\frac{1}{2}$ inches.

14. The south-west monsoon, which has exhausted itself by the end of September, gives little rain to the districts north and south of Madras. These receive a supply of rain in the months of October and November, when what is called the north-east or winter monsoon blows. The rainfall which the winter monsoon brings to the Coromandel Coast and the eastern part of the Deccan is by no means so heavy as that of the south-west monsoon, and sometimes it fails altogether.

21. LIFE IN INDIA.

1. Now that we have some general idea about the climate, let us notice what influence it has upon the lives and character of the people. Actual cold the dweller in India seldom or never knows. He does not, therefore, require thick and expensive clothing, nor does he need a solidly-built house, such as is necessary in our country. Millions of the people are vegetarians and never eat meat at all, but live on rice and grains of various kinds. Their food, therefore, costs them little. The needs of the people are few, and as a rule they can be easily satisfied. This means that in India there is not that great incentive to exertion which obtains in Europe.

2. Watch a ryot—that is, a farmer—ploughing. His plough is a very primitive affair of wood, shaped something like an acute angle, and shod at the point of the angle with iron. This instrument, which is dragged across the field by a pair of bullocks, makes a shallow furrow into which he drops the seed, and trusts for the most part to the sun and the rain to raise the crop. The ryot uses precisely the same kind of plough which his forefathers used hundreds of years ago. If the rains are good, he will in this simple way raise quite enough food for himself and his family. He has, therefore, no spur to call forth his enterprise and invention. Custom in India is stronger than law, and the Indian clings tenaciously to the old ways.

3. The great mass of people in India depend absolutely on the monsoons. If they fail, nothing can save them from misery and perhaps death. They, therefore, feel that both



TYPES OF INDIAN PEOPLES.

1. Mohammedan. 2. The Jam Sahib of Nawanagar (Prince Ranjitsinhji). 3. Brahman. 4. Hindu nautch-girl. 5. High caste Brahman girl. 6. An Indian raja. 7. Bhil woman from the mountainous region of Central India. These are modern representatives of the races inhabiting India before the coming of the Aryans.

prosperity and misfortune are beyond their control—a matter for the gods and not for men. This makes them fatalists. When misfortune comes they resign themselves to their fate without a struggle. Life becomes a kind of gamble, and this breeds improvidence. The ordinary ryot has no idea of saving. For his marriage festivals and funeral ceremonies he will borrow hundreds of rupees, and saddle himself and his family with debt for generations. All these traits in the Indian character may be traced to the influence of the climate.

4. Nearly 70 per cent., or 218 millions out of the 315 millions of people in India, are Hindus. At first sight there would seem to be little in common between the fair-skinned Briton and the dark-brown Hindu. Nevertheless, both are descended from one parent stock—that is, from the great Aryan race which once dwelt in Central Asia, and spread southward into India and westward into Europe.

5. When the fair-skinned Aryans arrived in India, they found squat, swarthy native races in possession. The newcomers were much superior in every way to these races, and they were anxious to remain so. They therefore divided themselves into four exclusive classes, or “castes.” The highest caste of all was the Brahman, or priest caste; then came the warrior caste; then the trader or farming caste; and finally the servant caste. All persons outside these castes were pariahs.

6. Now the caste system has been extended until there are 2,500 main divisions, which include almost all the people. Every Hindu, except the lowest of all, is a member of one or other of the castes; and thus the people are shut

up, as it were, into water-tight compartments. Every caste is marked off from the rest by strict rules, and it is very difficult for a Hindu to pass from one to the other, or even to become friendly with persons of another caste.

7. The strict laws and penalties of the caste system bring about serious difficulties, even at the present day. A Hindu, for example, cannot cross the "black water"—that is, the ocean—without losing caste, which can be restored only by many rites and often by the expenditure of much money. No man may take food or water from a man of a lower caste than his own without suffering pollution. Even the railways are obliged to employ high caste men as servers of water to passengers. Nor may a man eat food prepared by a man of lower caste. In many families Brahmans are therefore employed as cooks, and in the jails Brahman prisoners cook the chupatties (cakes) for their fellow-prisoners. The eating of food is looked upon as a religious ceremony.

8. Notice a wandering Brahman preparing his food. He builds a little mud wall, about four inches high, round himself. Inside this circle he makes a little mud fireplace, and on it bakes his wheaten cake. Beside him is a "chattie" full of milk. He is naked except for a loin cloth, and over his left shoulder is the sacred thread. Should even the shadow of a lower caste man—native or European—fall on his food, he will throw it away, and starve, if necessary, until he has procured more. When the Brahman eats, he isolates himself even from his kindred. He is alone with his god.

9. The caste system is closely bound up with religion, and

the Hindus are perhaps the most religious people in the world. They believe in one or other varieties of Brahmanism. They recognize a trinity of great gods—Brahma, the absolute all-embracing spirit ; Vishnu, the preserver of all things ; and Siva, the destroyer and reproducer. Siva has always been the favourite god of the Brahmans, and is more worshipped than his rival Vishnu. In addition to the worship of Siva and Vishnu, the Hindus reverence a host of minor deities, such as Ganesh the Elephant God and Hanuman the Monkey God. Little shrines are to be seen by the wayside in all parts of India, and on them the pious place offerings of food and flowers.

10. The Hindu believes that his soul will wander after death through the bodies of men and animals until it is purified and fit to be one with the eternal source of all blessing. A Hindu believes that his condition in this life is the result of his acts and thoughts in a former existence. As he has sown, so he is now reaping. There is no forgiveness ; he must work out his own salvation, and go on from existence to existence until he is worthy to be absorbed into the all-embracing spirit. Such was the belief of the ordinary Hindu two thousand years ago, and such it is to-day.

11. Though caste is the curse of India, it is to the Hindu his club, his trade union, and his benefit society. There are no workhouses in the land. Each community provides for its poor, its sick, and its aged. India swarms with beggars. In the bazaars they pass to and fro in front of the shops, and they seldom or never go empty away. The Hindus are fond of their children and



ON THE STEPS OF THE TEMPLE.
(By kind permission of the "Times of India.")

relatives, and stand by them in times of distress. None can excel them in patient endurance under trial and suffering. Every Hindu believes that what is to be will be, and so he bears all misfortune with calm resignation.

12. Hindus live in what is called a joint family. When a man marries, he does not set up a home of his own, but he and his wife continue to reside in his father's house. In the homes of better-class Hindus the women inhabit special quarters and live "behind the veil"—that is, they are never seen by any men other than those of their own family. When these "purdah ladies" go outside their own homes they are closely veiled, and are driven in a windowless carriage or carried in a closed palanquin.

13. A girl is not welcome in an Indian household, for she must be married before she is thirteen or fourteen, and the father must pay down a large sum to a bridegroom as dowry. She may only marry within her own or a higher caste and only within certain groups of these castes. Advertisements for suitable bridegrooms are very common in Indian newspapers. In olden days many girl babies were killed soon after birth. Now the Government does its best to stop this wicked practice, though it is not quite stamped out. Child-marriage is one of the greatest curses of India, and girl-widowhood is simply torture.

14. The remarriage of widows is practically unknown; once a widow, always a widow. In the old days a widow was burnt on the funeral pile of her husband. "Suttee," as this practice is called, has been abolished, but still the lot of the widow is extremely sad.

15. Many of the Hindus who have been educated either

in the colleges of India or in our own universities possess wonderful memories, and show great facility in passing examinations. The Hindu who can write B.A. after his name is revered by his kinsfolk; and even the "failed B.A."—that is, the man who was "ploughed" at his final examination—is proud of the distinction, apparently on the principle that it is better to have tried and failed than never to have tried at all. A "failed B.A." expects a larger dowry than a man who has not attempted the examinations. Most Hindus have a natural gift of oratory, and many of them make excellent lawyers and pleaders.

16. So far we have been speaking of the Hindus; but we must remember that King George rules over more than half the Mohammedans in the world. On the north-west frontier, where the tribes are fierce and warlike, nearly all the inhabitants are Mohammedans. There are many, too, in the Punjab, and in Eastern Bengal there are as many as twenty million followers of the Prophet. The Mohammedan is simpler, braver, and more manly than the Hindu. In order that he may be properly represented on the Legislative Councils, the Government gives him a vote on easier terms than his Hindu neighbour.

17. One class of inhabitant must be mentioned before we close this chapter. The descendants of white fathers and native mothers are known as Eurasians—that is, those who have both European and Asiatic blood in their veins. As a rule these people are slighted by white men and despised by Indians. Most of them are Christians, and they are engaged in clerical work, or as foremen, guards, station-masters, and ticket collectors on the railways.

22. A "COLD WEATHER" TOUR IN INDIA.

1. We now land in Bombay,* take a "gharry" and drive through what is known as the Fort. The name suggests frowning walls and the muzzles of big guns, but it is now a misnomer, for all signs of fortification have long since disappeared. The Fort is that part of the city which contains the best and broadest streets, the European shops and places of business, the hotels and the chief public buildings.

2. The motto of Bombay is *Primus in Indis* ("First in India"), because it was the first part of the peninsula to pass into our possession. As far back as 1661 it was ceded to England as part of the dowry of Catherine of Braganza, wife of Charles the Second. The public buildings, such as the Municipal Offices, the Victoria Terminus, the University Hall, and Ragabai Tower, are worthy of any capital in the world, while the huge Taj Mahal Hotel facing the harbour has no rival in India. Most of the streets are fringed with trees, and you are never far from an open space where lavish watering manages to maintain a carpet of coarse grass.

3. The first impression one receives of Bombay, and, indeed, of all Indian cities, is the wealth of life, human and animal, within its bounds. The people swarm like ants, and every tree has its population of squirrels, parrots, pigeons, hoopoes, minas, crows, and vultures. To a newcomer an Indian crowd is very fascinating; all is so novel, bright, and varied. In this land of dazzling sunshine the people dress in colours that would look theatrical and absurd in a sombre northern climate. It is not at all uncommon to see a man

* See p. 124.

wearing a yellow turban, a green jacket, and pink trousers. White is usually worn, but, especially on festival days, it is set off with some brilliant colour in the turban, the "cummerbund," or a scarf thrown over the shoulder.

4. To see Indian life properly you must leave the Fort and plunge into the maze of streets which form the bazaar or business quarter of the shopkeepers. Some of the streets are wide, but many of them are narrow lanes, sometimes littered with refuse and sickly with unfamiliar odours. The shops seem to be merely large packing-cases set on end, raised a step above the street and open to the front. In the midst of his wares squats the merchant, patiently waiting for customers. Above the shops are the wooden houses, unsteady, shaky-looking places, with heaps of fodder, or fagots, on the flat roofs. Dirt, smell, heat, and noise assail eye, nose, and ear at every turn.

5. Stand at this corner of the Kalkadevi Road and watch the passers-by. Here comes a porter bearing a load of wood. He wears nothing but a wisp of cloth round his loins, and his thin legs, bare arms, and breast gleam in the sun as though they were carved out of mahogany. Yonder is a Brahman, with high forehead, well-shaped nose, and finely-formed mouth. Notice his dignity of carriage. He is one of the "twice born" and wears the sacred thread. No matter how poor he may be in this world's goods, he is honoured and respected by all his fellows, for he belongs to the highest "caste" in the land.

6. Here comes a coolie woman, bare-footed and bare-legged, wrapped in a blue *sari*, and carrying a basket on her head. She walks with a lissom grace that a duchess

might envy. Every newcomer admires the carriage of these low-caste women, who are the real labourers of India. Wherever work is being done, you see coolie women fetching and carrying. They are cheaper than animals. Here is a mother of a family with a little naked mite sitting astride her hip. Notice the little girl holding her hand. She is a small copy of her mother; she wears the



A NATIVE STREET IN THE FORT, BOMBAY.

same kind of *sari*, has just the same kind of ring in her nose, silver bracelets on her arms, and bangles on her ankles.

7. Here comes a Parsi lady in robes of the most delicate silk, and yonder is a fakir or religious beggar. He wears nothing but a loin cloth; his face is whitened with ashes and his body daubed with clay. His hair is long and tangled and hangs down like pieces of rope. He carries

his food pots in one hand, and a staff in the other. He may be a mere impostor, or he may be a saint; one never knows.

8. A Sikh policeman with his lance erect and his carbine by his side trots past, and here come two or three Britons in well-cut linen suits, each wearing a solar topee—that is, a sun helmet. Notice yonder man with the goatskin slung over his shoulder. He is the "bhisti" or water-carrier, and his work is to lay the dust in the street. This man with the heavy beard, the red plush waistcoat, and the white baggy trousers is an Afghan or Kabuli, who has made the long journey from his native country with a trading caravan. Yonder is a group of "babus" or clerks. Most of these men wear little round caps and white linen shirts with the tails fluttering in the breeze. Presiding over all is the Bombay policeman, dressed in blue, with a flat yellow cap on his head and a club by his side.

9. The natives seem to live their life in the public gaze, doing in the roadway, the gutter, and the little open shop a thousand things that we do within closed doors. The merchant, wholly unclad, save for his loin cloth, posts up his accounts upon long rolls of paper under the eyes of all the world; the barber, whetting his razor on his bare leg, shaves his customer in the open street; at every fountain, men and women clean their teeth and wash themselves and their garments. At night, thousands of men lie down by the roadside, draw a thin sheet completely over themselves, and sleep undisturbed.

10. In Bombay, as in other Indian cities, one sees vast wealth and abject poverty side by side. There are palaces fit for a prince and abodes unfit for a dog. The Indian, as

a rule, has no idea of sanitation. His religion does not permit him to take life without good reason, so that vermin of all sorts, especially rats, are allowed to swarm on his premises. To this fact must be ascribed the plague which is rarely absent from Bombay, and all over India takes a terrible toll of human life every year.

11. The Parsis have already been mentioned. They are found in Aden and in small numbers nearly all over India, but the main body of them dwell in and near Bombay. They are descended from ancient Persian fire-worshippers, and they reverence flame as the symbol of the Almighty. On the altars of their numerous temples the sacred fire never dies. They gather in large numbers on the shores of the harbour in early morning to worship the rising sun.

12. They neither burn nor bury their dead, but carry them to the roofless stone buildings known as Towers of Silence, and place the bodies on a grating, where vultures feed on them. When not a morsel of flesh remains, the bones are collected and placed in the pit which forms the centre of the tower. The Parsis number about 100,000 and they never make converts. Small as this number is, the Parsis are perhaps the most enlightened and wealthy of the King's subjects in India.

13. Bombay is not only the second seaport of India, but it is the most important manufacturing town in the whole peninsula. Its hot, damp climate makes it specially suitable for cotton spinning, and there are now over a hundred mills in the city and its neighbourhood. Most of these mills are filled with the best Lancashire machinery, and in many cases the managers come from Lancashire too.

23. FROM BOMBAY TO LAHORE.

1. We now betake ourselves to the Victoria Terminus of the Great Indian Peninsula Railway, or "G. I. P.," as it is familiarly called. It is a very showy building indeed, and is usually considered the finest railway terminus in the world. Inside there is a great hall crowded with natives and clamorous with many tongues. The natives have taken very kindly to the "fire-gharry," and a trip by rail is so popular that families will save up their spare cash for weeks in order to make a journey.

2. Look at these squatting groups waiting for the train. Probably they came to the station hours ago, and very likely the train will not depart for hours to come. The native gives no heed to time-tables; he comes to the station just when the fancy takes him. If he misses one train he can always wait for the next. Time is of no value in India, and the native is very good at waiting.

3. We now board the train, which runs through the suburban slums of Bombay, past numberless huts in very untidy and unlovely compounds, and native tenements so crowded as to resemble rabbit-warrens. Then we leave the island of Bombay, and traverse a two-mile bridge which is thrown across the shallow waters to connect it with the larger island of Salsette. We pause at a station, and were it daylight we should look out of the window and see the Poona line branching off to the right in order to scale the lofty barricade of the Ghats. We should notice that the peaks of this range have weathered into all sorts of grotesque shapes, and should hear them called by

fanciful names such as Cathedral Rocks and the Duke's Nose. From our position it would seem almost impossible for a train to climb the heights, for they rise up from the plain like a wall. Nevertheless the feat is performed several times a day.

4. Were we bound for Poona we should run north-eastward across the island, pass over another long bridge, and having reached the mainland proceed through meadows and jungle to the foot of the hills. We should see monkeys in the trees, birds of bright plumage flitting to and fro, and buck feeding peacefully amongst the cattle. Then our engine would be taken off and replaced by two small but very powerful locomotives, one at each end of the train. The climb would begin almost immediately. Up and up we should proceed by a series of remarkable zigzags, through many tunnels, along narrow ledges of rock, across great ravines and wild gorges, on and on until at last we should reach a broad plain with isolated flat-topped hills here and there. We should then be on the plateau of the Deccan.

5. To-day we are not bound for the Deccan, but for North-West India. During the night our train runs along the coast plain, and for two hundred miles is never far from the sea. Our train takes us through the State of Baroda, but we see nothing of it as darkness shrouds the scene. Nevertheless, Baroda is worth a visit because it is a good example of the *new* India that is arising on the ruins of the old. The city has a fine old palace and gardens with an arena in which elephant fights were formerly held, numerous houses of the jewellers and bankers who formerly supplied the Gaekwar or chief ruler with trinkets and treasure, and a large number of



1. Coolie Women. 2. A Palanquin. 3. The Rajah's Elephant. 4. Bullock Cart.

Hindu temples. It has also a number of quite modern buildings, such as the state library, public offices, hospitals, and an important college. The new Lakhshmi Villas Palace towers above the town, and contains the gold and silver cannon of the state. Baroda is a "native state"—a term which needs explanation.

6. About three-fifths of India is known as British India, and is under the direct rule of the governors, lieutenant-

governors, and the other officials appointed by the British Government. The remainder is still ruled by its own princes, under the guidance of British "Residents." These Indian rulers are vassals of the British Empire, and so long as they remain loyal, and are neither tyrants nor spend-thrifts, they are but little interfered with. If, after due warning, they prove bad or careless or extravagant rulers, the Government deals very strictly with them. Some of the Indian rulers are really anxious for the progress of their states and for the welfare of their subjects.

7. The Indian princes may maintain a limited number of fighting men, but these little armies are not allowed to become so efficient as to be dangerous, nor may they be armed with breech-loading artillery and modern rifles. The Government, however, now allows the most loyal of the Indian princes to raise contingents for the Imperial Service Corps, and these they may make as efficient as possible. It also encourages the young princes to study at the chiefs' colleges, and afterwards to join the Imperial Cadet Corps. When our present King attended the Durbar at Delhi in 1911 his guard of honour was composed entirely of young princes of the reigning houses. They looked very gallant in their white and gold uniforms and pale blue turbans.

8. Now let us continue our journey. By 7.30 in the morning we reach Ahmadabad, a most interesting city which is also a great centre of trade. It was once the greatest city of Western India, and in 1615 was said to be as large as London. An old proverb says that "the prosperity of Ahmadabad hangs on three threads—silk, gold, and cotton." The many factories which we see from the

train show clearly that the most important thread is now cotton.

9. We now change trains and proceed northward through a flat, well-wooded country, with many tilled fields to the right and left of the line. We cross the dry beds of many rivers, and at length, late in the afternoon, come in sight of Mount Abu on the left of the line and the Aravalli Range on the right. The whole range is very bare and sterile. At the Mount Abu station several tourists descend to visit the famous Jain temples. Soon afterwards the sun begins to set in a sky of purple and gold, and our out-of-window observations are over for the day. In India there is little or no twilight. As the sun sinks below the horizon night creeps up like a dark curtain.

10. All day we have been travelling through Rajputana, the land of the Rajputs or ancient warriors of India. With the exception of the small province of Ajmere-Merwara, the whole of this important division of India is ruled by native chiefs under the British Crown. At every roadside station we see Rajputs, and cannot fail to notice that they are fine tall men, who carry themselves nobly. No race in India can boast of finer feats of arms or deeds of chivalry, and our Indian army to-day receives a large number of its best recruits from Rajputana. The Rajputs are very proud of their descent, and consider manual labour beneath their dignity. For this reason they are not so prosperous as they might be.

11. Shortly before eleven at night we reach Ajmere, which stands on a plateau of the Aravallis. It has fine mosques and palaces, as well as the Mayo College, which

has been called the "Eton of India." In it the sons of ruling chiefs are educated. About 3 a.m. we arrive at Jaipur, and drive at once to a hotel outside the walls of the city. The bright Indian moon floods the broad sandy roads with silvery light, and the air is quite cold.

12. Next morning sees us eager to explore Jaipur,



JAIPUR.

which is one of the finest native cities in India. No place in the whole land has been so often described. The city is entirely surrounded by a very high wall, which at a distance resembles a series of huge palisades of stone. We enter by one of the seven great gates, and notice on them rude paintings of Ganesh the Elephant God, Hanuman the Monkey God, and so forth. Inside, we find the streets

very broad, and all laid out on the chessboard pattern, like those of an American city.

13. What fascinates the new-comer is the life of the streets. Try to imagine thousands of people decked out in the very gayest and most impossible of colours, and parading to and fro like characters in an Oriental pantomime, and you have some idea of the Jaipur street life. The people love bright colours. All the fronts of the houses are painted pink, and even the horns of the bullocks are daubed with red, blue, or green.

14. There is not a European shop in the whole city, and the result is that you see Indian life almost untouched by foreign influences. Every yard of the streets has some novel feature to attract your attention. Here, for example, is a troop of Indian dancers; yonder is a snake charmer; and not far away an Indian band is making day hideous with a medley of discordant sounds. Everywhere there are colour, movement, noise, and dust. The city is built on the desert, and you trudge through a foot of sand even in the middle of the street. Jaipur is famous all over India for its inlaid brass work.

15. If you lift your eyes anywhere in Jaipur, except to the south, you see hills. At intervals along these hills are forts which appear almost inaccessible. Five miles from Jaipur is the deserted city of Amber. It was deserted as far back as 1728, when the then maharajah planned the modern town. Within Amber all is silent, and it is said that tigers roam the deserted streets at night. The palace, which is still cared for, has been described as the most beautiful on earth. The visitor sees colonnades of marble

nificance beside the superb buildings of white marble which Shah Jehan erected inside the fort. You pass from hall to hall, each perfect in its own way, all of marble and all inlaid with precious stones. The tiny mosque, known as the Gem Mosque, which Shah Jehan built for his wife, is unequalled anywhere. You leave the fort with a confused idea of marble terraces, gleaming domes, wonderful inlaid designs, marble lattices, and fountains.

4. High on the wall is a little octagonal pavilion, in which Shah Jehan spent the last hours of his life. From it you look across the great bend of the river, and your eye lights on the Taj Mahal, or Peerless Tomb, the crowning glory of Agra. No one can ever forget his first view of the white splendour of its flawless dome standing out against the azure sky.

5. The story of the Taj Mahal is a romance. It enshrines an emperor's love and sorrow. When the "Pride of the Palace" died, Shah Jehan swore to build her the most magnificent tomb on earth, and the Taj Mahal is the fulfilment of his vow. It took twenty-two years to build, and cost nearly a quarter of a million pounds.

6. Without doubt the Taj is the most precious building in all the world—rich yet simple, lavish yet chaste, noble yet tender. The world does not hold its like. Never again will such a superb tomb arise. There is not a particle of it unfinished; even the river wall of red sandstone is carved with beautiful bas-reliefs. In the fading light of the late afternoon it looks like a casket of ivory. By moonlight it seems ethereal, the fabric of an artist's vision, the substance of a poet's dream.

7. Now we must move northwards to Delhi, which is about seven hours away by rail. We are in the great plain of the Ganges, and the view from the window of our carriage is monotonous. There is nothing to see but fields spreading away to the horizon on each side. One hour before we reach Delhi we find ourselves passing through mile after mile of ruins—mosques, temples, palaces, forts, and houses. These ruins cover an area of forty-five square miles, and are the remains of, at least, seven former cities, the oldest of them dating from shortly before our Norman conquest. We are passing through a cemetery of cities.

8. Delhi is the Rome of India, the historical city of the whole land, and the new capital of India. The story of Delhi is the story of India, and in the eyes of Hindus from one end of the peninsula to the other Delhi must always be the capital. There is an old saying that no king is properly crowned unless he ascends the throne at Delhi. Another old saying declares that he who is master of Delhi is master of India. For this reason the great Durbars of 1877, 1903, and 1911 were held in it.

9. Delhi is now a modern industrial city, with large wheat and produce markets as well as manufactures of gold and silver filigree work, muslins, and shawls. Outside the walls you see the chimneys of many cotton mills. It is not, however, Delhi's antiquity, nor its palaces, nor its busy markets that chiefly attract the travelling Briton. Delhi was the storm-centre of that great uprising of the Indian army known as the Mutiny. Memorials of that terrible time abound in Delhi, and every travelling Briton, as in duty bound, makes a pilgrimage to them.

10. You are not long in Delhi before you drive out to the "Ridge," a low narrow hill which lies to the north of the city, about one mile from the walls. Here a band of Britons—the mere skeleton of an army, hungry, fever-stricken, "stormed at with shot and shell"—held its own through the terrible heat of an Indian summer, and finally captured the city. The fall of Delhi was the turning-point of the struggle. A year later peace had settled down upon most of the land.

11. Now let us visit the city itself. It is full of the tale of British heroism. We first drive to the Kashmir Gate, which is in a ruinous condition, and is preserved in that state in order to commemorate the marvellous daring of the six Britons who blew it up, and thus opened a way for the British troops to enter the city. Only one of the six survived to tell the tale. Not far away is the site of the magazine which a young lieutenant and a handful of men defended for four hours and then destroyed. In the vicinity, too, is the site of the telegraph office. A tablet on the gateway records the gallantry of the operators who died at their posts. One of them calmly went on telegraphing the news of the outbreak even when the Sepoys were breaking into the office. He only ceased when a rebel sabre cut him down.

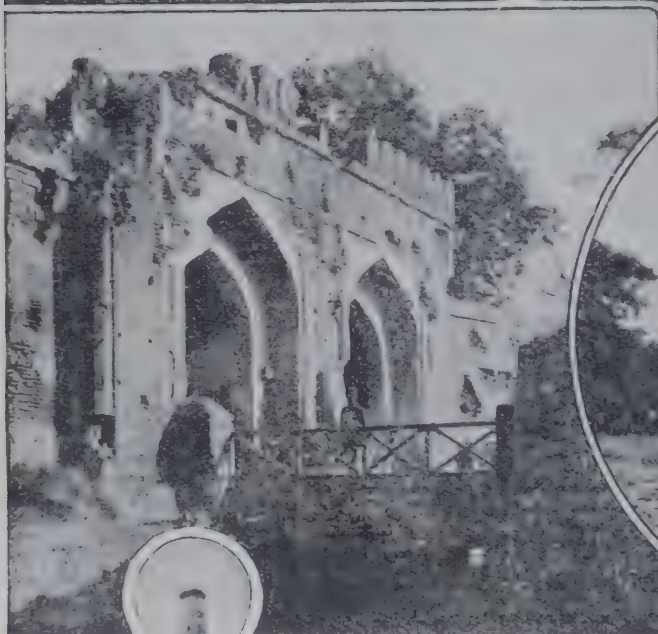
12. The fort, above which floats the Union Jack, is, as of yore, the stronghold of the city. The entrance gateway resembles that of the garden of the Taj Mahal, and a very competent authority declares that it is the noblest entrance in the world. The white palace which Shah Jehan erected within the fort has largely disappeared; but the Dewan-i-



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SCENES IN DELHI.

1. Chandni Chouk. (Photo by Frith.) 2. Gateway of old fort. 3. Kashmir Gate. (Photos by Johnston and Hoffmann.) 4. Mausoleum of the Emperor Humayun. 5. Kutab Minar. (Photos by Frith.) 6. Jama Masjid. (Photo by Johnston and Hoffmann.)

Khas, or Hall of Public Audience, still remains, and is accounted the most glorious hall in India.

13. High over the city stand the three immense white domes which surmount the Jumma Musjid, or Great Mosque. Huge flights of steps lead up to a large courtyard, in the midst of which stands a tank, at which the worshippers wash their feet before entering the mosque. Christians are allowed to go in provided that their boots are covered with overshoes of cloth. At the hour of evening prayer you may always see long lines of worshippers bowing their foreheads to the ground as the priest who leads them chants the sacred names. You cannot fail to be deeply impressed by the religious fervour of these Mohammedans.

14. From the mosque we drive through the narrow streets of the native bazaar to the broad thoroughfare known as the Chandni Chouk, or Jewellers' Street. Some of the most famous jewellers in India have their headquarters here, but their shops make no outward show. The Chandni Chouk, which is said to be the finest business street in India outside Calcutta or Bombay, is a busy, noisy thoroughfare, with no architectural features of any particular interest to commend it. We leave Delhi by the night mail, and a twelve hours' journey brings us to Lahore.

25. FROM LAHORE TO ALLAHABAD.

1. Lahore is the capital of the Punjab, or "Land of the Five Rivers"—that is, of the great tributary streams of the Indus. In the north-east the province runs far up into

the Himalayas, but for the rest, the Punjab is a flat plain consisting of *doabs* and deserts. By a *doab* we mean the land which lies between two rivers and is watered by them.

2. Lahore stands on an oasis created by the waters of the Ravi. A canal brings a copious supply of water to the city, and this enables fruitful gardens to be planted and noble trees to grow. Lahore has fine university buildings, and one of the most interesting museums in all India. Near to it is Kim's Gun, about which you may read in Mr. Kipling's famous story. The legend says that whoever possesses this gun possesses the Punjab. The Punjab has a very deficient rainfall, and much of it would be desert were it not for the magnificent system of irrigation which obtains.

3. The Punjab is specially suitable for artificial irrigation because the five great rivers all take their rise in the snow-fields of the Himalayas, and therefore receive a supply of water which never fails. Further, the rivers spread over the province like the five fingers of an open hand, and the flatness of the country enables canals to be dug at no great expenditure of labour. Of the twenty-nine districts forming the Punjab, only ten, and these amongst the hills, are without canal irrigation.

4. In many places the Government has literally made the desert smile. In 1887 the Chenab Canal was opened, and by 1892 an area of two and a half million acres of desert was provided with an artificial water supply, and rendered capable of raising large crops of wheat and barley. Time-expired soldiers in the Indian army were settled on the irri-

gated land, and by the year 1901 the colony had a population of more than three-quarters of a million of people.

5. The wheat and barley of the Punjab find their way through the port of Karachi, at the extreme west of the Indus delta. Though only founded in 1843, Karachi now ranks as the third seaport of India and Burma. It is the nearest Indian port to Europe, and after a good wheat harvest the harbour can scarcely hold the steamers waiting for cargoes. Strange to say, Karachi belongs to the Presidency of Bombay. As the outlet of the Punjab it ought to be included in the province of the Five Rivers.

6. From Lahore we push on to Peshawar, the capital of the North-West Frontier Province. We have now left the plains for a country which is a mass of mountains, and can only be penetrated by means of the river-valleys. Along these valleys are the trade routes and the military roads which lead into Afghanistan. We are in the border-land of India, and here we see the flower of the Indian army held in readiness to repel any attack. "The whole district is like a fortress with the ramparts manned, or like a ship-of-war cleared for action."

7. The north-west frontier contains the only chinks in India's wall of defence. A great barrier of rugged mountains with deep valleys shuts in the land on the north-west. In the north, this highland region has a breadth greater than that of France, and links itself with the huge mass of the Himalayas. To the south the barrier flattens down and broadens out again to cover British Baluchistan, which is now an outlying bastion of India. It is nearly rainless, and its general character is well expressed by a native proverb,



SRINAGAR, KASHMIR. VIEW OF THE RIVER AND CLUB HOUSE.

“When God made the world, He left the rubbish in Baluchistan.” Two military railways connect Quetta, the capital, with the Indus valley, and one of these railways has been pushed on to New Chaman, which overlooks the Afghan frontier.

8. The north-west contains passes through which at least five invading armies have passed. The chief of these passes, and indeed the only pass through which artillery can be taken, is the Khyber Pass, the mouth of which is but a short ride from Peshawar. Through its narrow portals every invader, except the European, has had to fight his way. It is a great, gloomy defile, which winds in a north-westerly direction for thirty-three miles, between lofty mountains rising like walls from the narrow valley. This pass is the most jealously watched place in all India.

9. The natives of the region are wild Mohammedan highlanders, who have been raiders and warriors for centuries. Their most cherished possession is a Government rifle, and to obtain this they frequently “snipe” stray soldiers. The sentries at Peshawar walk up and down behind mud walls, for any moment a Pathan bullet may be expected. Many of the Pathans have now enlisted in the Indian army, and they make excellent soldiers. The Pass is guarded for us by the Khyber Rifles, composed of Indian soldiers drilled and disciplined by British officers.

10. If we had sufficient time and a taste for rough travelling, we might push on northwards for one hundred and fifty miles to the angle where the Hindu Kush, the Karakoram Range, and the Himalayas meet. Here we should find the fort of Chitral, a lonely outpost of India, which

sustained a heroic siege in 1895. From Chitral we might travel eastward into Kashmir, which is a lovely land, encircled by snowy ranges looking down on smiling valleys gleaming with poplar-fringed lakes and dotted with picturesque old cities. It is the Switzerland of North India, and the favourite hot weather resort of European dwellers in the Punjab. Eastward of Kashmir is the lofty tableland of Tibet. A British force occupied the capital, Lhasa, and completed a treaty with the Tibetans in 1904.

11. Now let us take the train back to Lahore, and then down the Ganges valley to Lucknow. From Lahore onwards our route lies through a vast plain with never a hillock to break the monotony. In the course of our journey we cross the Sutlej, which lies like a huge silver snake in innumerable folds across the plain. Ambala, where we dine, is the junction for Simla,* the hill-station, in which the Viceroy and the heads of the Government, both of India and the Punjab, spend the "hot weather." Simla stands on a spur of the Himalayas, running east and west for about six miles.

12. The highest part of this ridge is towards the east, and here we find most of the bungalows. The Viceregal Lodge is on Observatory Hill. Simla abounds in magnificent views; forests of deodars and rhododendrons clothe the hills; and look where you will, superb mountains lift their foreheads to the eternal snows. Here, at a height of from six to eight thousand feet above sea-level, the hot weather can be spent very delightfully. In the hot weather Simla is by far the gayest place in all India.

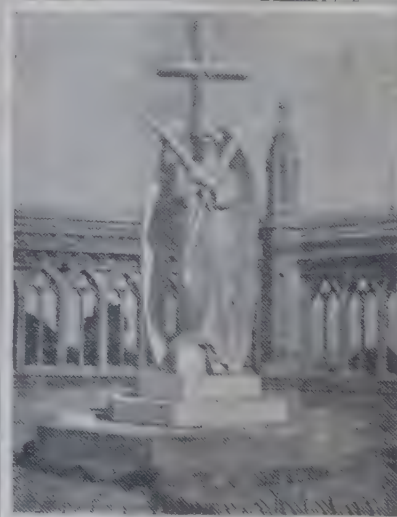
* See p. 121.

13. We continue our journey across the plains, and during the night cross the Jumna, and later on the Ganges, at a point about twenty miles below Hardwar, a great place of Hindu pilgrimage. From this place to Cawnpur runs the Great Ganges Canal, which is not meant for irrigation but for navigation. We arrive at Lucknow about nine in the morning, and after a bath and breakfast set out to visit the Residency, perhaps the most impressive place to Britons in the whole of India. The story of its siege is one of the finest records of determined endurance known to history.

14. Lucknow is the sixth largest city of India, and was formerly the capital of Oudh. It is full of mosques, tombs, palaces, and temples, but it cannot compare with either Agra or Delhi. Many of its old industries, such as the making of silver, gold, and ivory work, and the manufacture of muslin, silk, and glass, still survive.

15. Three hours' journey from Lucknow brings us to Cawnpur. Immediately before reaching the station the railway crosses the Ganges, which is here more than half a mile wide. The city itself has no special attractions; it is a busy manufacturing place, with cotton, woollen, and jute factories, tanneries and leather works. A British tourist, however, will not leave Cawnpur until he has visited certain scenes intimately associated with some of the most tragic incidents of the Mutiny.

16. He will ride out to the Cantonment to see the place where General Wheeler, with about nine hundred men, women, and children, defended himself against three thousand trained Sepoys for twenty days. He threw up a frail mud wall only about four feet high,



SCENES IN CAWNPUR.

1. Massacre Ghat (scene of the massacre of women and children). 2. The Memorial Well. Into this well the bodies were thrown. 3. The Angel of the Well.

and behind this miserable defence his men held out with wonderful heroism. The line of this wall is now marked by a hedge. We also proceed to the bank of the Ganges and view the spot where many of the defenders were massacred.

17. The little temple and the broken steps of what is now called Massacre Ghat still remain, and the surroundings are so little altered that it is easy to picture the ghastly scene. To-day all is calm and peaceful, and the river, which a little more than half a century ago saw such deeds of fiendish cruelty, runs swirling by, carrying on its bosom flowers and blossoms which pious Hindus have offered to the holy stream.

18. Then the tourist visits Bibi-garh where the men, women, and children seized by Nana were butchered. Now the site of Bibi-garh, the well, and a little graveyard with the remains of those who died before the massacre, are enclosed in beautifully-kept grounds laid out like an English park. A white marble cross stands on the site of Bibi-garh, and a mound has been made over and around the well. On the mound a handsome stone screen has been set up, and within, above the mouth of the well, stands in perpetual memory a beautifully sculptured figure of a sorrowing angel.

19. We must now move on to Allahabad, the capital of the United Provinces of Agra and Oudh. We leave Cawnpur at five in the evening, or, to put it in Indian railway time, at seventeen o'clock, and reach Allahabad shortly before twenty-two o'clock. Allahabad owes its fame to its situation at the junction of the Ganges and the Jumna.

The sand spit where the two mighty rivers unite is known to the Hindus as the Prayag, and is considered by them a very sacred spot. In December, and again in January, many thousands of Hindus attend the Magh Mela or great religious fair, which is held on the triangle of land between the two rivers. As many as a quarter of a million pilgrims and traders have been known to assemble at this fair. Allahabad has no particular manufactures, but it is a most important railway centre. Most of the traffic between Bengal and Bombay passes through it. The chief residence of the Lieutenant-Governor is Allahabad, and there is also an important university.

26. FROM ALLAHABAD TO CALCUTTA.

1. A railway journey of about one hundred miles brings us to the sacred city of Benares, which is the very gate of Paradise for more than two million Hindus. It is the Oxford and Canterbury of India. To visit its temples, to bathe in its cleansing waters, to die in it, and to be burnt on the river bank is to be certain of divine favour. Consequently more than a million pious Hindus journey to the sacred place from every part of the land each year. For a mile or so the high left bank of the river is fringed with palaces and temples in one unbroken line, and from these temples flights of steps, known as *ghats*, descend to the water's edge.

2. We take a boat and float gently along the stream past the finest river-frontage in all India. The ghats are

crowded with natives, and the effect is like that of a great garden in bloom. The bank of the river is lined with brown-skinned men and women standing waist-deep in the water, clasping their hands in prayer or pouring the sacred water over their heads. From many of the ghats little wooden platforms project over the water, and on these plat-



BENARES—THE BURNING GHAT.

forms you see devotees sitting cross-legged in attitudes of intense contemplation. Here and there are fakirs, smeared all over with ashes, sitting on beds of nails or subjecting themselves to other tortures.

3. The temples are of every possible form of Indian architecture ; but most of them are of the pagoda shape, and are covered all over with little reproductions of them-

selves. High above them tower the two minarets of the great mosque which Aurungzebe built in order to show his contempt for the Hindus and their worship.

4. Sick people, wistful and wan, are brought on litters to the side of the "Great Mother," that they may hear the ripple of her waves, and feel her cooling breath on their fevered brows. When they die their bodies are taken to the "Burning Ghats," where the corpse is cleansed in the river-waters, swathed in white and red cloths, and placed upon a funeral pyre of wood. Then the Brahman hands a lighted torch to the chief mourner, who walks round the pile in the direction of the sun's course, and fires the wood. Flames spring up, wreaths of blue smoke coil into the air, and the dead man's pilgrimage is over once and for all. The ashes are gathered up and cast into the river, which bears them to the all-devouring ocean.

5. It is difficult to paint an adequate word-picture of Benares. You must imagine the shining river, half a mile wide; the medley of temples and palaces high on the bank; the broad flight of steps, some of them in ruins; the devotees bathing; the squatting figures on the platforms; the din of gongs; the ringing of bells; the chattering of people; the innumerable shrines plastered with marigolds and food offerings; the blossoms floating on the surface of the river; the melancholy Burning Ghats with their thin wisps of flame; the big bamboo umbrellas that shade the worshippers; the sacred bulls and monkeys; the myriads of pigeons perching on every ledge and cranny; and above all the brilliant sun shining from a cloudless sky.



Calcutta from Chowringhi.

6. Two of the most famous temples lie back from the river, and are approached through narrow, filthy streets thronged with pilgrims, beggars, asses, and sacred bulls. The Monkey Temple and the Golden Temple are perhaps the most frequented. The latter is dedicated to Siva, the Destroyer, who is propitiated with sacrifices of goats. There are more than a dozen shrines in this temple, each with its image. The worshippers, carrying "chatties" of Ganges water and offerings of all kinds, walk round and round, a noisy chattering throng, throwing a few drops of water at this shrine, a marigold at that, rice here, and fruit there. The Golden Temple is so called because it has four domes covered with gold plates and a gilded tower. It is surrounded by very narrow streets which are always crowded with people and impeded by beggars. In one of the temples is the figure of a huge red bull which is greatly worshipped as the emblem of Siva.

7. We leave Benares with reluctance, and take the train for Calcutta—a journey of sixteen hours across interminable plains. We are now in Bengal, which, thanks to the blessings of heat, rainfall, and fertile soil, is the richest and most fruitful province of all India. Every kind of crop grown in the peninsula flourishes in Bengal, and the fields are reaped three times a year. When we approach the delta we find mile after mile of the country on either side of the railway line under water. These are the famous paddy fields of Bengal, which produce more rice than all the rest of India. If you travel in the Ganges valley during the month of December, you will see the natives gathering the crop in little dug-out boats.

8. We now reach the terminus of Howrah, which stands on the Hugli opposite to Calcutta. It is connected with Calcutta by a bridge, which opens to permit the passage of ships. We soon discover that Calcutta is one of the greatest ports of the world. For five miles along the banks of the Hugli the stream is crowded with ocean-going ships. Calcutta owes its importance to the fact that it is the natural outlet for a wide region of fertile plains, through which flows a great waterway, and across which roads, railways, and canals can easily be made.

9. As a matter of fact Calcutta is not an Indian city at all; it is a modern, British-made commercial centre, which now ranks among the cities of the Empire as second in population to London. The tall chimneys of jute mills, cotton mills, and sugar factories line the banks of the Hugli, and Calcutta has a large European population of commercial men. It has been called a city of palaces, but its public buildings are inferior to those of Bombay. Nevertheless the long array of snow-white structures is very imposing. Chief amongst them is Government House. Another fine building is the High Court, which is modelled on the famous town hall of Ypres. The General Post Office and the Imperial Library are also worth attention. The most imposing business street is Clive Street.

10. The native portion of the town is badly built and much overcrowded. Its chief ornament is the Jain Temple, which is profusely carved and stands in pretty gardens. The great glory of Calcutta is its Maidan or park, which covers three square miles. It was on this Maidan that the great

pageants of ancient India, held in honour of the king and queen in January 1912, took place.

11. One portion of the Maidan is devoted to memorials of great Anglo-Indians. A tall, lighthouse-like monument commemorates Sir David Ochterlony, a famous general of "John Company" days, and a very fine modern statue recalls Lord Roberts's warlike achievements. Fronting the river is Fort William, the nucleus of the city; it now forms barracks for the garrison and a residence of the commander-in-chief. Also near the river are the Eden Gardens, where the band plays in the evening and the Europeans of Calcutta "take the air."

12. What is called the Red Road is a favourite drive through the Maidan to the gardens. In the evening it is crowded with smart carriages driven by Indians in striking liveries. The zoological gardens of Calcutta are probably the finest in all Asia. The botanical gardens lie west of the river, and contain a banyan tree which is nearly one thousand feet in circumference and has two hundred and fifty branches which have taken root.

13. Now that we are in Calcutta, which was formerly the chief seat of government, we must learn something of the manner in which India is ruled. In Government House dwells the Governor-General or Viceroy—that is, the British nobleman who takes the place of the King, and is the supreme authority in India. The Viceroy is appointed by the Home Government, and he is subject to the Secretary of State for India, who is a member of Parliament, and is assisted in his work by a council which meets at the India Office in Whitehall, London. The Viceroy has a council of six members,

who preside over the various great departments of state. There is also a legislative council, consisting of the members of the Viceroy's council and 68 additional members, 32 of whom are elected directly or indirectly by all Indians who possess the money qualification which entitles them to a vote.

14. Besides this central government there are 14 local governments for the various provinces. Seven of them have either a governor or a lieutenant-governor at the head, and a council for making the laws, which includes a majority of elected members. The governors of Bombay, Madras, and Bengal are appointed by the Home Government, the lieutenant-governors are appointed by the Government of India.

15. Each province is divided into districts, and at the head of each district is a member of the Civil Service, known as a collector or deputy-commissioner. The head of three or more districts is a commissioner, who is also a civil servant. The Indian Civil Service consists of about a thousand members, who are chosen by open competition in a series of very severe examinations. Most of the highest posts in India are reserved for members of the Civil Service.

16. If we wish to understand how the local government of India is carried on, let us go "on tour" with a deputy-commissioner. For at least four months in each year he must travel to and fro in his district, and in the course of a few years must visit every part of it. This is not so easy as it sounds, for an ordinary district may be two thousand square miles in area and contain eighteen hundred villages and a million people.

17. The deputy-commissioner is the head of the govern-

ment in his district, and is responsible for every branch of the administration. He goes "on tour," so that he may inspect police stations, courts, revenue offices, jails, schools, and hospitals, and become personally acquainted with the people of the district. When "on tour" he is a dweller in tents; his camp is usually set up in a mango or palm grove. To him come all who have any grievances, and he listens to their complaints, however trivial they may seem. As a rule he is called upon to decide disputes between cultivators as to the boundaries of their fields, and pleas for a reduction of land tax; but there is no subject too high or too low for him. The strict and impartial justice of these British officials has won for them the absolute confidence of the people of India.

18. All the subordinate officers in a district are Indians, and in a few cases there are Indian deputy-commissioners. In all, there are less than six thousand five hundred Britons to rule the three hundred and fifteen millions of people in India. The government of India by this handful of white men is nothing short of a miracle. No such feat has ever before been accomplished in the history of the world. We must never forget that it is only rendered possible by the willing concurrence of the people.

27. IN RANGOON.

1. We now make our preparations for a voyage to Burma. Early in the morning we proceed to the Chandpal Ghat, where we find a fast turbine steamer awaiting us. From the Ghat to the lightship, which marks the beginning of the Bay of Bengal, is a distance of one hundred and ten

miles. The navigation of the Hugli is most intricate ; the tide runs fast, and new shoals are continually forming. Nothing but a daily experience of the river can enable a pilot to take a vessel up safely. The Calcutta pilots are the most skilful, the best paid, and the best educated men of their profession.



THE END OF A SUNDARBANS TIGER.

2. We zigzag down the river and at length reach Saugar Island, where the stream is fifteen miles broad. The island marks the point at which the Ganges enters the sea, and is therefore very sacred to the Hindus. Early every January from a hundred to two hundred

thousand pilgrims assemble for a great bathing festival. Away to our left stretches the Sundarbans, a huge region of swamps, intersected in all directions by streams and overgrown with tangled vegetation. Big game, including tigers, abound, but are rarely shot, owing to the unhealthiness of the region and the difficulty of traversing it.

3. Now we pass the lightship, and are out upon the open waters of the Bay of Bengal. Some six hundred and twenty miles to the south-east lies Rangoon, the great port and commercial capital of Burma. About eleven the next morning we sight what appears to be a clump of palms growing out of the sea. We are rapidly approaching the delta of the Irawaddy. About noon we pick up our pilot, and every minute the low, flat land becomes more and more distinct, and the water more and more muddy.

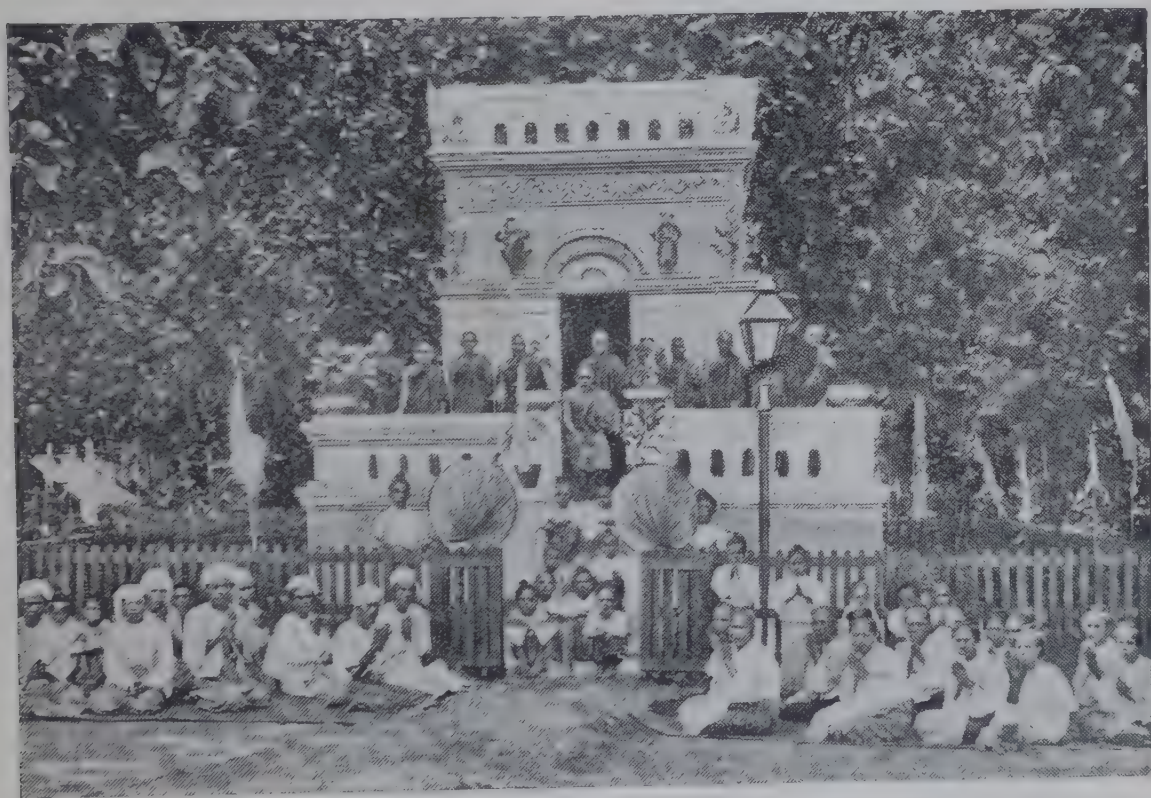
4. We enter the river, and almost immediately catch a glimpse of a noble pagoda, with its gilded shaft flashing in the sunlight. This is the splendid Shwe-Dagon Pagoda, which is one of the sights of Rangoon and the great centre of Buddhism. We steam slowly up the ever narrowing river, and by two o'clock are fast to the wharf and ready to explore the city.

5. A little more than fifty years ago Rangoon was a fishing village ; now it is a fine city with a quarter of a million people, and a trade larger than that of any Indian port except Calcutta and Bombay. Down by the river we see scenes much the same as in any busy seaport. In the streets, however, we find ourselves in almost a new world. Nowhere is there such a mixture of races and costumes.

6. Rangoon has a few fine buildings, and it will have

more as time goes on, for it is the outlet of a very rich country. Several of the streets are broad and attractive, and are lined by fine trees. Most of the people live in narrow slatternly lanes. Electric trams traverse the streets, and the bazaars are crowded. Near to the strand is the Sulu Pagoda.

7. The street life of Rangoon is very fascinating,



BURMESE TEMPLE, PRIESTS, AND WORSHIPPERS.

especially in the side streets. Now you see John Chinaman, with a big mushroom hat, wide-flapping trousers, and his queue hanging down his back. As he passes by, bland and inscrutable, your eye lights on a Chittagong coolie, looking like a mahogany statue, and quite naked except for a loin-cloth. Then comes a string of Buddhist monks, wearing saffron robes, their heads shaven, and their left

shoulders bare. Each of them is attended by a similarly robed and similarly shaven boy, carrying a bamboo umbrella.

8. The monks are not priests, but men who have taken a vow of poverty and have retired from the world to seek that "perfection" which Buddha enjoined. They live on the alms of the faithful, and in the mornings you may see them going from house to house, accompanied by boys carrying lacquered bowls. The housewives place their offerings in these bowls, and they are received without a word of thanks. To feed the monks is meritorious; the giver "gains merit," and he is thus repaid a thousandfold.

9. Here comes a group of Burmese girls, and we notice at once that they are a great contrast to their sisters of India. Across the Bay of Bengal most of the women are repressed, over-worked, and looked-down-upon. In Burma the women come first, and they deserve to be first. They love laughter and gaiety, and they revel in bright colours. Their hobble skirts are made of bright, delicate silks; their blouses are snowy white, with wide sleeves, and their glossy, well-kept hair is adorned with flowers. They wear sandals on their feet; they carry a bamboo sunshade, and every mother's daughter of them smokes a big cheroot six inches long.

10. The Burmese women are very merry and very polite, and far superior to the men in every way. They possess all the brains and all the energy; they are quite independent of their husbands, and usually carry on a business of their own.

11. The Burmese are the Parisians of the East. They love pleasure, and they try to extract all possible joy out

of their lives. The Burman is no money-grubber like the Hindu, nor is he a lover of hard work. He will not engage in menial occupations if he can help it, hence Rangoon is filled with Indian coolies who are ready for any kind of labour. It has been said that before long the indolent, happy-go-lucky Burman will be squeezed out of his own land by the more pushing people who have settled in the country.

12. If we visit the industrial quarter of Rangoon we shall see at once the products for which Burma is famous. There are many great rice mills, oil refineries, and timber yards in the suburbs of the town. The rice is brought to the mills in boats which sometimes have the bows beautifully carved. In the mills the rice is husked and polished and made ready for the table. The oil refineries receive their raw material by means of a pipe-line which runs directly from the petroleum fields of Upper Burma. Nearly all the oil obtained in the Indian Empire comes from these rich wells. At Rangoon you may see the tank steamers which convey it to all parts of the world. Down the Irawaddy come great teak rafts, which supply the timber yards.

13. The environs of Rangoon are very interesting. Every visitor drives out to the cantonment, with its broad tree-fringed roads, its barracks, bungalows, and clubs, and visits the Victoria Memorial Park, with its horticultural and zoological collections. Near at hand is the Royal Lake, encircled by flowering shrubs of every description. Here on winter evenings one may see the British residents promenading as they listen to the band, or enjoying the admirable boating which the lake affords.

14. From the shores of the lake there is a striking view of the Shwe-Dagon Pagoda, the finest and most universally visited of all Buddhist places of worship, because it contains authentic relics of the founder of the Buddhist religion. The pagoda, which is said to have been erected in 588 B.C., stands on a great mound overgrown with palms and shady trees, and consists of a vast column springing from a huge octagonal base a quarter of a mile round. The summit is higher than the cross on St. Paul's Cathedral, London, and the whole column is covered with gold leaf and plates of gold. At the top is a gold and jewelled *ti*, or umbrella, said to be worth £58,000. All round it are little golden bells, which keep up a perpetual tinkle as they are wafted to and fro by the light wind.

15. On the platform from which the column springs are many chapels of every possible design, most elaborately carved in teak, or covered with gaudy glass work. Inside these chapels, and outside them at the base of the column, are numerous figures of Buddha, the commonest form showing him seated with one hand pointed to the earth. The worshippers, who seem to be usually women, are by no means solemn and reverential. They trip up the steps, laughing gaily, buy a handful of flowers or a packet of candles, and go round the platform offering up a prayer at each of their favourite shrines. The gay colours of their dresses, the barbaric splendour of the surroundings, and the brilliant blue sky overhead make the scene very picturesque. All day long the clang of bells and the din of gongs never cease. Down below native troops are drilling and sahibs are playing golf.

28. FROM BURMA TO CEYLON.

1. Before we board the train for a long journey up-country, let us learn something of the geography of Burma. A glance at the map shows you that it is the northern part of the Indo-Chinese Peninsula, and that it is traversed by the eastern offshoots of the Himalayas. In the northern part the mountains are massed together; in the southern part they open out into separate ranges enclosing river valleys. All along the seaboard is a flat coast strip.

2. The rivers of Burma are the key to its physical geography. There are three main rivers, all of which flow from north to south, following the line of the mountain ranges. The chief of them is the Irawaddy. It rises in the extreme north of Burma, on the borders of Tibet, and after leaving the mountains flows through a narrow fertile valley walled in on each side by hills. A hundred miles from the sea its delta begins. No fewer than fourteen mouths communicate with the sea. On the eastern arm stands Rangoon. The basin of the Irawaddy occupies about two-thirds of the whole area of Burma.

3. Burma naturally divides itself into three regions: the coast strips, the plains and uplands, and the plateau. The coast strips are narrow, and therefore contain no large rivers. They are subject to a very heavy rainfall, and produce enormous quantities of rice. On the mountains there are splendid forests of teak. The plains and uplands comprise the heart of Burma, and here we find one of the most fertile parts of the Indian Empire, capable of growing in abundance all tropical and sub-tropical plants. Much of Central



THE GOLDEN MONASTERY AT MANDALAY.

Burma is covered with jungle and forest, but within the next fifty years it is certain to be largely developed. The region of the plateau is little known. It stands high, and has a temperate climate, and in the future may become a great grain-growing district.

4. We already know that rice is an important product of Burma. Five-sixths of all the cultivated area is given up to this grain. Here also every kind of timber, especially teak, grows wild. Rubber plantations are now very important. It must be remembered that Burma is not yet fully opened up. When the jungles are cut down, and roads and railways are made, its productions will be vastly increased, both in quantity and quality.

5. We are now ready for our journey. Until dark we travel across an absolutely flat alluvial plain, almost wholly given over to the cultivation of rice. Darkness closes in early. When we awake in the morning we find ranges of lofty hills on our right and left, and these we shall have in view for almost the rest of the journey.

6. We find as we proceed that Burma thoroughly deserves to be called the Land of Pagodas. The number of them is legion, and sometimes we pass hills where every coign of vantage is occupied by them. About three in the afternoon we alight in the outskirts of Mandalay, the old capital. Here we visit the famous Arakan Pagoda, which contains a huge brass image of Buddha, twelve feet high. As far back as 1784 it was brought over the hills from Akyab, and set up in the most splendid shrine to be found in all Burma. You see the figure through the arcades of a great seven-roofed building. The pillars are

lavishly gilded, and so is the Buddha. A Burman who desires to "gain merit" buys a leaf of gold and plasters it on the image.

7. We now pass on to the famous Queen's Golden Monastery—the handsomest building of its kind in Burma. It is built of teak, and consists of a number of many-roofed pavilions rising from a platform. The whole is profusely carved and gilded, but unfortunately it is rapidly falling to pieces, though the greatest care is taken to keep it intact. King palms and other trees grow in the courtyard, and beneath the trees we see a number of boys all wearing the monk's saffron robe. Every Burmese boy goes for a time to one or other of the monasteries, where he serves the monks, and in return is taught by them reading, writing, arithmetic, and the Buddhist scriptures.

8. As we drive towards the Irawaddy, we notice that Mandalay is laid out in chessboard fashion, like an American city. It appears to be a peaceful, well-ordered place, with a municipal council which does not, however, pay much attention to the condition of its roads. When one looks round on the peaceful, well-ordered town one can scarcely believe that it only came into our possession in the year 1885.

9. The Irawaddy we find to be a noble stream, a mile broad. On the western bank is a range of hills topped by many pagodas. At the eastern bank we see some of the stern-wheeled steamers which navigate the river. Barges fitted up like bazaars accompany these steamers, and serve as shops for the villages of the riverside. The Irawaddy is still an important highway of trade, and teak rafts and paddy boats are everywhere seen.

10. The citadel of Mandalay is known as Fort Dufferin. It is a huge enclosure encircled by a lofty wall. Outside the wall is a moat, a hundred yards wide and four miles long, filled with fresh water and overgrown with the lotus plant. At intervals bridges cross the moat and give access to the fort by gateways, each protected by its ugly *nat*, or spirit, in a little shrine. Within the fort there is a fine maidan, or park, and right in the centre, formerly surrounded by a teak stockade, stands the palace of Thebaw, the last King of Burma.

11. The whole series of buildings forming the palace stands on a low platform surrounded by a wall. Just outside the wall are the tombs of former kings. The palace buildings are all of teak, and the king's rooms have seven roofs. The exterior is very elaborately carved and plastered with gold; inside, the lofty rooms are supported by teak columns which are also richly gilded. Two buildings stand out prominently. One is the huge *pyathat*, which terminates in a beautiful *ti*, and is known as the "Centre of the Universe." The Burmese used to believe that Mandalay stood in the middle of the world. The other notable building is a round tower of teak, ascended by a spiral staircase. From the top there is a fine view.

12. Mandalay is a rather lifeless town at present, but as it stands in the broadest part of the Irawaddy valley, and has easy access to the valleys of its principal tributaries, it is destined to be the centre of the railway system of Upper Burma, and probably will become a very important place in years to come. The former industry of silk weaving is decaying, but teak boxes and cabinets are still made in large numbers.

13. The Malay Peninsula, south of Burma, consists chiefly of the Straits Settlements and of the Protected States, which are ruled by their own sultans or rajahs, under British protection. The peninsula is mountainous, the rivers are short and rapid, and much of the country is covered with dense jungle and forest.

14. A voyage from Rangoon to Singapore will enable us to see what are known as the Straits Settlements. We sail directly south past the Mergui Archipelago, famous for its pearl fishing, and after traversing 740 miles of sea arrive at the small island of Penang, the first of the Straits Settlements. We enter the harbour of Georgetown, where we notice a number of lighters filled with ingots of tin from the mines. Opposite to the island is Province Wellesley, a strip of mainland densely wooded and well watered.

15. We are now in the Strait of Malacca. In the night we pass the Dindings Territory, which, along with Province Wellesley, forms part of the Penang Settlement. Next day we see Malacca, after which we have the shores of the peninsula and of Sumatra in sight until nightfall. Early next morning the Straits Islands come into view, and soon we see before us the British island of Singapore.

16. Here we find a bright and sunny city embowered in the richest tropical verdure, and one of the most important seaports in the world. It is an absolutely free port, and carries on an enormous trade. More than fifty regular steamer lines, from west, east, and south, meet at Singapore.

17. A short trip inland from Singapore reveals at once the fertility of the country. Coffee has been introduced,

and rubber promises to be a most valuable crop. Amidst the wealth of animal life the wild peacock and the bird of paradise are specially noticeable. Tigers and venomous snakes abound. Spices of various kinds grow freely, especially on the islands in the Strait of Malacca. The tin deposits are the richest in the world.

18. The inhabitants are chiefly Malays and Chinamen. The former are farmers and fishermen; the latter are chiefly miners. The Malays, as a rule, are slim and small, with black eyes, large mouths, and round chins. All are idle and easy-going until roused to anger, when their fierceness and cruelty know no bounds. Amongst some of the tribes head-hunting was common until it was put down only a few years ago.

19. At Singapore it would be easy to find a steamer bound for the Far East. On board such a steamer we might visit the little British island of Hong Kong, which lies at the mouth of the Canton River, about half a mile from the mainland. It is little better than a huge, bare, granite rock, with a sprinkling of soil. Nevertheless it is a most valuable possession; for it stands at the very gate of China, and is by far the greatest trading centre of the Far East.

20. Its beautiful harbour, surrounded by jagged mountain ranges, looks like an inland lake, and is always crowded with liners, tramps, boats, and junks. The whole of the peninsula of Kowloon, on the mainland opposite to Hong Kong, now belongs to the colony. Victoria, the only city of the island, is a very busy place, with a great trade in tea, silk, opium, and cotton goods.

29. SINGAPORE TO MADRAS.

1. The next stage of our journey is a voyage from Singapore to Madras. We are six whole days covering the one thousand five hundred and ninety miles of sea which lie between the two ports. At daybreak on the morning of the seventh day we enter the harbour of Madras, and anchor close to the huge breakwater that surrounds it. Madras is, unfortunately, not storm-proof, and ships must always keep steam up, so as to be ready to run to the open sea for safety if a storm comes on.

2. An hour or two elapse before we go ashore, and we spend the time watching the fishermen paddling out to sea in their catamarans, which are nothing more than two little boat-shaped platforms lashed together. Beyond the breakwater a fierce sea rolls its white billows on the strand. We now drive through the city, and notice at once that it has a very settled appearance. This is not strange when one remembers that Madras is the oldest part of our Indian Empire, and that we have been in possession of it since 1639.

3. Madras is the third largest city in India. It has been called "a city of magnificent distances," because it spreads out over such a wide area. Many of the residents live from four to five miles from Georgetown, the business quarter. Everywhere there is an abundance of palms and banyan trees. Some of the roads in the suburbs are overhung for miles, and resemble long green tunnels. To the English visitor Madras seems to realize the India of his expectations more than any other part of the peninsula. This is because missionaries have been established for over

a century in the Madras Presidency, and its scenes have been so frequently described and illustrated at home. The scenery, people, and street scenes are precisely those with which we are familiar in missionary books. Nearly two-thirds of all the Christians in India live in the Madras Presidency.

4. Government House is a handsome snowy-white building, and is set in most extensive grounds. Close to it is the banqueting chamber, erected by Clive to commemorate the fall of Seringapatam. Many of the other public buildings, including the university, the Madras Club, and the station are fine, but are set so far apart that the city itself has not an imposing appearance.

5. Every visitor is sure to make his way, sooner or later, to Fort St. George, which fronts the sea on the left bank of the Cooum River. Fort St. George is to India what Thanet is to England. It is the spot on which we made our first real settlement in the year 1629, and from which we have extended our sway all over India. In the midst of it stands St. Mary's Church, the first English church erected in the peninsula. It has been well called the "Westminster Abbey of India," for there is scarcely an inch of its walls which does not record the brief history of a Briton who gave his life at duty's call.

6. Madras in modern times has become the terminus of two railway lines uniting the city with Bombay, Tuticorin in the extreme south, Calicut on the south-west coast, and Calcutta. By means of the Buckingham Navigation Canal it is united with the delta of the Kistna. Though the third city of India, Madras cannot compare with



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VIEWS IN MADRAS.

1. Parthasarathy Temple. 2. View from the Pier. 3. Chepauk Palace. 4. Madras Cathedral.
5. Government House. (Photos by Frith.)

Bombay or Calcutta. Its harbour is poor, and is silting up, and much of the trade of the Presidency passes through other ports on the Coromandel and Malabar coasts. At Bombay and Calcutta the harbour has been the parent of the city, but at Madras the city has been the parent of the harbour.

7. Madras owes its importance not so much to its trade as to the fact that it is the capital of a large Presidency and the seat of a university. The other parts of India are fond of referring to Madras as "the benighted province," nevertheless it shows better than any other part of India the results of civilized government, and in education it takes the first place. Nowhere in India are the people more eager to attend schools and colleges than in Madras.

8. We cannot afford the time to visit the many interesting cities which lie in the Presidency. Bangalore, or "the bean town," which stands about one hundred and fifty miles to the west of Madras on the highest part of the Deccan, is the most important place in the native state of Mysore. The state, which is about as large as Scotland, has only a moderate rainfall, but is well supplied with rivers and tanks, and the Kaveri irrigates a great tract of rich country, in which all the typical products of India grow well. Ragi is the great crop, and forms the staple food of the people. The maharaja, who ranks as the second prince of India, is an excellent ruler, and is greatly interested in the education of his people.

9. We now return to Madras and take our tickets for Tuticorin, by the South Indian Railway. We find the journey monotonous, but almost everywhere we

notice the tropical profusion of the palms and the rich cultivation of the fields. The first important town we pass is Tanjore, in "the Garden of India," which is watered by the many branches of the Kaveri River. Tanjore is an old capital, with a great pagoda which is the most beautiful of all the Dravidian temples. The word Dravidian needs a little explanation. The Dravidians were the original inhabitants of India. Long before history begins, this short dark people inhabited the country. They fell before the onset of the fierce invading tribes from the north, but isolated groups of them still remain throughout the peninsula, though chiefly in South India. Ages ago they were converted to Hinduism.

10. The second large city on our route is Trichinopoli. Long before we reach the town we see a huge rock, 300 feet high, round which the city is built. Silver goods and "Trichinopoli cheroots" are largely manufactured, and on an island in the Kaveri is a remarkable temple. Round the central enclosure is the so-called Hall of a Thousand Pillars, some of which represent men on rearing horses spearing tigers. The rock is ascended by means of a covered passage, on the sides of which are stone elephants and finely-carved pillars.

11. Madura, which is the next important town on the railway, is one of the oldest towns of South India. From time immemorial it has been the political and religious capital of this part of India. Its Great Temple is the most interesting to visit of all the Hindu shrines in India, and here a European visitor may see the whole Hindu ritual carried out. The temple forms a parallelogram with one side nearly three hundred yards long.



THE ROCK, TRICHINOPOLI.

12. We have spent two nights in the train, and are eager for the end of our journey. At four in the afternoon, after running through a very dry and almost desert country, we reach Tuticorin, an uninviting place on the Gulf of Manaar. There is no harbour, simply an open roadstead. Ships have to lie off three or four miles, and a launch carries passengers and luggage through the rough shallow waters to the steamer which plies between Tuticorin and Ceylon. As our ship goes "full steam ahead" for Colombo we take our last look at the low palm-fringed shores of India, now fast disappearing in the distance.

30. A VOYAGE TO AUSTRALIA.

1. Ceylon is an island so fertile and beautiful that it has been called the "Pearl of the Eastern Seas." Nowhere has Nature been more bountiful. All the plants and trees of Southern India grow luxuriantly, and there are at least eight hundred species which are peculiar to the island. "Spicy breezes," says the hymn, "blow soft o'er Ceylon's isle." Gems of various kinds are found in its soil. Though the coast is not healthy, the hilly interior enjoys one of the most delightful climates in the world.

2. Ceylon is only about half as large as England, but it has a much greater variety of surface. The coast is low and level, but the interior rises in the centre and south to lofty heights, wooded almost to the summit. The best known, but not the highest, of these mountains is Adam's Peak. For over fifteen hundred years Adam's Peak has been a sacred place of pilgrimage. On the topmost crag is a curious hollow in a rock, which Buddhists hold to be the footprint of Buddha.

3. The scenery as one descends the mountain is very fine. "Rhododendrons, myrtles, and other evergreen foliage form a splendid cover for elephants, and clothe the surrounding peaks and crags for miles in gray-green wrinkles and folds, with here and there open grassy spaces, glades, and tumbling water-courses. The vegetation of the lower woods includes huge trees, one hundred and fifty or even two hundred feet high, with creepers, orchids, and tree-ferns. Monkeys run along the branches, butterflies and birds abound; the undergrowth is thick with fragrant and bright-coloured shrubs."

4. Round the sea-coasts there are great groves of cocoa-nut palms, and farther inland stretches of paddy fields. In the lower wet lands rubber has been largely planted; the higher hills are almost covered with plantations of tea. For many years the chief production of Ceylon was coffee. In 1880, however, the coffee plants were attacked by a fungus which destroyed the leaves. The planters were forced to



VIEW IN CEYLON—ADAM'S PEAK IN THE DISTANCE.

give up coffee-growing, and look out for a new crop which would thrive better. Some tried cinchona, others planted cardamoms and cocoa, while others, again, tried tea, which proved very successful. Ceylon tea is now almost as well known as China tea. Most of the workers on the tea estates are Tamil coolies from India. The chief exports of Ceylon are tea, rubber, and such cocoa-nut products as oil and copra. Cinnamon, cardamoms, pepper, and cin-

chona, together with a little cocoa and plumbago, complete the list. Though rubber has been newly planted, it now ranks next to tea as the most valuable article of export.

5. Several distinct races inhabit Ceylon, but the Sinhalese, a quiet, easy-going people, are more numerous than all the others put together. Men and women alike have long hair and wear skirts. Many of the men adorn their heads with semicircular, tortoise-shell combs. Some of these combs are heirlooms, and are handed down from father to son. As a rule the Sinhalese are intelligent, and the men make excellent mechanics. They are quite reconciled to British rule, and "unrest" is unknown among them. Education is now well cared for, and the children learn readily and cheerfully.

6. The Sinhalese are descended from colonists who, as early as 543 B.C., left the valley of the Ganges and settled in Ceylon. They do not resemble the Hindus either in religion or in customs, for "caste" is unknown amongst them, and they are all followers of Buddha. In the streets of the towns Buddhist priests in yellow robes are frequently seen. There is a large Portuguese strain in many of the people, for the island was held by the Portuguese for a hundred and fifty years. They were followed by the Dutch, who constructed canals and waterways, many of which may still be seen.

7. So much we learn about Ceylon while our ship lies in the spacious and well-protected harbour of Colombo, which is one of the chief coaling-places in the world. A glance at the map shows you that the town stands as nearly as possible in the centre of the eastern hemisphere. The

harbour is always busy, and the Grand Oriental Hotel, near at hand, is a favourite sojourning place for voyagers. Colombo itself has no architectural pretensions, but is an interesting town, and all the foreign trade of the island passes through it. The so-called Cinnamon Gardens in the suburbs are delightful, and the Galle Face, where the long, ground swell of the Indian Ocean comes thundering on the



IN COLOMBO.

Notice the rickshaws by the steps and the covered tea-cart beyond.

beach, is a favourite promenade in the cool of the evening. Colombo contains the residence of the governor, who is assisted by an executive council and a legislative council.

8. Outside the town the country is very beautiful, with shady bowers, flower-bordered lakes, and glistening streams. For miles one may drive under a canopy of bamboos, bread-fruit trees, talipot, areca, and cocoa-nut palms. The cocoa-

nut palms do not grow wild in Ceylon, but are all planted and cared for. The Sinhalese have a saying that the palms cannot grow far from the sound of the human voice. Beyond the tree-belt of the town are wide stretches of paddy or rice, and plantations of cinnamon and sugar-cane.

9. Kandy, the old capital, is one of the most beautiful cities in the world. The town nestles within a ring of green hills covered with rich vegetation, and in the midst of the place there is an artificial lake. Buddhist temples abound, and one of them contains the "sacred tooth of Buddha," which is kept inside six golden, bell-shaped covers, the outermost one being crusted with jewels. The relic has a known history of two thousand years, and is held in the highest reverence. Near the town are the famous Peradeniya Gardens, full of the most beautiful trees and plants. Kandy is the centre of an extensive tea-planting district, and farther up the railway is Nuwara Eliya, the finest hill station in Ceylon.

10. Our short stay in the island is over. Again we are on board our vessel, speeding towards Fremantle, 3,115 miles away. Now is a convenient occasion for the study of the map, in order that we may not arrive in Australia quite ignorant of its physical features. Under the guidance of a returning sheep farmer, who is good enough to enlighten our ignorance, we learn that the island-continent for which we are bound is some fifty-eight times the size of England.

11. We also learn that in relief Australia consists for the most part of a low plateau, ringed on all sides, except the south, by a ridge of high ground near the coast. The most valuable and populous part of Australia is to be found on the

slopes of this ridge, especially on the east side. Parallel to the eastern coast, throughout its entire length of more than 2,000 miles, is the main Australian mountain chain, the Great Dividing Range.

12. On the landward side the Dividing Range sinks gradually into wide-stretching plains or downs, which are specially suited for cattle-stations and sheep-runs. Farther west the land merges gradually into the deserts of the interior. Towards the west coast the level of the plateau rises gradually, and ranges of hills front the northern and western shores. On the south the plateau ends in an unbroken sea cliff facing the Great Australian Bight.

13. A glance at the map shows us many rivers which flow from the Dividing Range to the sea on the eastern and on the south-eastern coasts. We must not, however, imagine that this network of rivers betokens a well-watered country. Far from it. Except for the Murray, the Murrumbidgee, and the Darling, the rivers are merely strings of water-holes in the dry season. In winter, however, the streams are frequently roaring torrents, which rise with great suddenness and often do much mischief.

14. The rainfall of Australia is very unevenly distributed. The mountain rim on the south-east and east coast is watered by the south-east trade winds, and in winter there is often a considerable snowfall, which maintains the flow of the Murray River. The extreme south-western angle also receives a sufficient though somewhat intermittent supply of rain. The northern parts extend far within the tropics, and here there is a summer monsoon rainfall, which reminds us of the monsoon rains of India. By the time the sea

winds reach the plains of the interior, however, they are dry. Hence a large part of the central region of Australia is a desert.

31. GOLD, WOOL, AND WATER.

1. Until the middle of last century the island-continent was very thinly populated. Then occurred an event which made Australia the talk of the world, and brought to its shores crowds of men from almost all parts of the globe. On February 12, 1851, a miner named Hargraves noticed that the hills near Bathurst, in New South Wales, resembled those of California, where he had found gold. If the precious metal was contained in the one, why not in the other? He searched diligently, and found gold. "My boy," said Hargraves to his companion, when the gold dust glistened in his pan, "I shall be a baronet, you will be knighted, and my old horse will be stuffed and put in a glass case in the British Museum."

2. As soon as the news became known there was a "rush" to the new goldfields, which Hargraves called Ophir. Almost immediately other goldfields were discovered, and a period of the wildest excitement set in. Nearly every able-bodied man in Victoria crossed the border into New South Wales. So great was the exodus that the Government of Victoria offered £200 to the man who could find a goldfield within its bounds.

3. In August 1851 the marvellous riches of the Ballarat field were discovered; then followed Mount Alexander and Bendigo. At once there was a "rush" into Victoria, and

AUSTRALIA WITH NEW ZEALAND



the "roaring times" of Australia began. Sailors deserted their ships, business men left their offices, shopmen forsook their counters, policemen abandoned their beats—every one was off to the diggings. Sheep were left unshorn on the "runs;" ships lay in Port Phillip deserted by their crews; the governor of the colony found his servants missing, and had to black his own boots. Men of all types, the best as well as the worst, flocked in from Britain, America, and elsewhere. The population of Victoria shot up from 80,000 to 300,000 in five years.

4. The gold-bearing ground was parcelled out into plots called "claims." Each digger was allowed by law to take a certain space, but the usual plan was for several men to work together. They "pegged out" their claims and set to work. Sometimes the gold lay close to the surface, but more often a shaft had to be dug to the bed of sand and pebbles which contained the yellow dust. A windlass was set up, and buckets of "wash dirt" were brought to the surface and placed in a "cradle," which was filled with water and rocked to and fro until the worthless earth was cleared away. Where gold was plentiful a washing machine worked by a horse was used.

5. Sometimes, especially in Victoria, gold was picked up in nuggets or solid masses. The largest nugget ever found was called the "Welcome Stranger." It weighed 190 lbs., and was valued at £9,000. It was found in 1869, within two inches of the surface, at a place north of the Dividing Range. The next largest nugget, "The Welcome," weighed 183 lbs., and was found at Ballarat, in a neglected hole one hundred and eighty feet deep.

6. Life at the "diggings" was, of course, very rough and hard, but not nearly so lawless as might have been expected. Many of the newcomers from England were accompanied by their families, and the presence of the women and children had a good and sobering effect on the miners. Nevertheless, murder and robbery were not uncommon; some of the desperate characters became bushrangers, and lived by "bailing up" travellers, or the escorts which guarded the gold on its way to the coast. At their worst, however, the Australian mining camps were not nearly so lawless as those of California.

7. In 1893 new goldfields were discovered at Coolgardie, in Western Australia. The railway had then reached a point 230 miles inland, but the gold seekers had 130 miles beyond this to travel as best they could. Yet the population rose quickly, and a city of tents sprang up on the desert. The want of water, however, threatened to crush the new settlement out of existence. The "washing out" of gold was impossible, and the miners resorted to the plan of blowing away the dross instead. Wells were sunk, but proved a failure; disease broke out due to the want of water for washing and other purposes; drinking water was bought for half a crown a gallon. When the railway was extended to the settlement, it was found that the cost of carrying water for the engine meant running every train at a loss.

8. At last the Government of Western Australia adopted a bold and costly scheme. A reservoir was formed among the hills near the coast large enough to hold a two years' supply for the settlement. From this reservoir a line of steel pipes was laid to Coolgardie and Kalgoorlie, more



Letters from home in the Australian Bush.

(From the painting by J. H. Bacon, R.A.)

than 350 miles away. The goldfields, however, lie at a level of about 1,000 feet higher than the reservoir, and the water must therefore be made to flow uphill by the use of powerful pumping engines. In 1902 this stupendous work was completed.

9. There is still plenty of "alluvial" mining carried on by prospectors spread far and wide through the mineral-stored gullies of the interior, but the gold industry is now largely carried on by companies using costly and complicated machinery. Up to the end of the year 1910 gold to the value of over 524 million pounds had been mined in Australia. This vast output of gold does not by any means represent the whole of Australia's mineral wealth. She has also rich deposits of silver, copper, tin, and, above all, plenty of coal. In addition, she produces gems of all kinds.

10. Australia is not only the land of gold ; it is also the "Land of the Golden Fleece." "Sheep," says an old Spanish proverb, "have golden feet ;" wherever the print of their footsteps is seen, the land is turned to gold. This has been true of Australia. Sheep built up her abiding prosperity, and to-day they are the basis of her greatest industries. "The wool grows," says an Australian proverb, "while the squatter sleeps." Australia possesses over ninety million sheep ; she exports wool to the value of some thirty millions sterling every year.

11. The father of the Australian wool trade was Captain Macarthur, who arrived in the colony about the year 1791, and introduced the merino and other breeds of sheep. Macarthur died in 1834, and was buried at Camden, where he

had founded one of the most successful enterprises that the world has ever seen.

32. LIFE ON A SHEEP-RUN.

1. The sheep-runs of Australia vary greatly in size and quality. In some places the sheep stand knee-deep in grass, and here the runs are comparatively small. In other places the land is very lightly grassed, and here the runs are of great size. A really large sheep-run will have from 70,000 to 100,000 sheep on it.

2. On the sheep-stations in the older parts of the state we may see handsome stone houses, surrounded by gardens and parks as extensive and almost as well kept as those of the great English county families. If, however, we travel "out back," we find the stations rougher and their area greater. For most of the year a few shepherds and boundary riders, together with a cook, form the only employees on a sheep-station. The "boundary rider" usually lives at a distant out-station, and his business is to keep the fences in repair, look after the stock, trap dingoes (as the wild dogs are called), and watch the tanks and water-holes. His life is not to be envied, for often he spends many long weeks in solitude.

3. With his tools for repairing breaks in the fence, and a well-filled water-bag under his horse's neck, he starts out soon after sunrise on his day's round, and frequently rides from 40 to 50 miles before he returns to camp. When he returns to his hut or tent he cooks his supper, and then there is nothing whatever to do during the long

hours that elapse before he retires to rest. Few boundary riders have books or newspapers to beguile the weary time.

4. Such is the boundary rider's lonely life. Day after day, week after week, he lives on mutton, "damper," and tea, and he looks out across the same monotonous plain and at the same eucalyptus bush; sometimes the terrible loneliness drives him mad. In times of severe drought the boundary rider and his flock have been known to perish together.

5. In spring the station hands, assisted by that most intelligent of animals, the Australian sheep-dog, "round up" the sheep for shearing. The work continues for weeks, and only when flock after flock is driven up from distant grazing grounds does a squatter know how many sheep he owns. At the shearing sheds the sheep are run into pens; those about to be shorn are often kept a few hours under cover, so that their fleeces may be dry.

6. The shearer travels about the country from station to station on horseback, or in the light two-wheeled trap known as a sulky, or on a bicycle. A well-to-do shearer may even travel on a motor cycle. The "swag," or kit, is carried before and behind the rider, and always includes the "billy can" in which he boils water for his tea when he camps by the wayside. A shearer usually sets out in August for the stations in the north of New South Wales, and makes his way from shed to shed through the Riverina and Murray country into Victoria. As a rule, he receives twenty-two shillings for every hundred sheep shorn. Some of the best shearers can strip more than a hundred sheep in a day. The man with the highest record is known as the "ringer" of the shed.

7. From early morn till dark men shout and dogs bark in the yards, and for ten hours the shears or the shearing machines travel over the skins of sheep. The machines are modelled on the horse-clipper, and power is conveyed by shafting driven by engines. At the sound of a whistle the



IN THE SHEARING SHED.

shearing begins. The shearer, holding the steel comb of the sheep-shearing machine, seizes a sheep from the pen in front of him, throws it on the ground, and in a moment has begun to remove the fleece. He proceeds with wonderful skill, and in five minutes or so the beautiful fleece

lies on the ground, and the shorn sheep is running down a slide into the yard outside.

8. "Wool away!" is the cry, and the pickers-up, seizing the wool a fleece at a time, run to the classing tables, and cleverly spread out the fleeces. The wool-classer and his assistants skirt off the inferior pieces, and the fleeces are rolled up and thrown into one or other of three bins according to their class. So the work goes on until "Smoke oh!" is the cry, and the men pause in their labours for a rest. The shearing lasts from six to eight weeks, or longer if the weather is wet.

9. The wool is packed into bales and carried on great wagons to the nearest railway station, from which it is dispatched to Melbourne, Geelong, Sydney, or some other seaboard town, where great wool sales are held, attended by buyers from all parts of the world.

10. Droughts are the terror of the squatter. It sometimes happens that hot, parching winds sweep across the country for days at a time. The grass withers up, and the pastures become as hard and bare as the highroad. Then the flock-owners watch the rivers and dams with the greatest anxiety. Sometimes the water fails altogether, and the sheep and cattle, hardly able to crawl, are driven across the dusty plains in search of a fresh supply. Hundreds perish by the way, and often water is not found at all. Then the parched plain is strewn with the carcasses of the poor beasts, and the squatter is ruined.

11. During recent years every effort has been made to store up water for the dry season. Given water, Australia is perhaps the most fertile country on earth. Douglas

Jerrold, the humorist, once said of Australia, "Tickle her with a hoe, and she will laugh with a harvest."

12. It is said that four-fifths of the rainfall runs to waste, and that if it were properly conserved the greatest drawback of the continent would disappear. Fortunately under-



AN ARTESIAN WELL, QUEENSLAND.

ground stores of water have been discovered in many parts of Australia, and in these places artesian wells now furnish a steady and unfailing supply at all seasons. It has long been noticed that only a small proportion of the rainfall of Australia finds its way into the rivers. Some of the re-

mainder is evaporated, but the greater part of it soaks into the ground until it meets with a bed of clay or of rock through which it cannot pass. Here it may remain for years, only waiting to be tapped. If a shaft be bored down to this impervious bed, the water will be forced up to the surface.

13. The artesian borer is made on the principle of the gimlet. It screws its way down for a thousand feet, or even more, through the different strata, and as it sinks a pipe follows it. At length the pent-up water rushes up the pipe with mighty force, and sometimes spouts up twenty-five feet or more into the air. The boring is a troublesome and expensive business; but once the water is tapped, it continues, year in, year out, often without dwindling in quantity.

14. These artesian wells are perhaps the greatest blessing that Australia has ever received. Hundreds of them have now been sunk, and in Queensland and New South Wales they have been specially successful. The squatter who has an artesian well on his run no longer fears the horrors of drought; and successful well-sinking will speedily make even an arid and useless desert "blossom as the rose."

33. ANIMAL AND VEGETABLE LIFE.

1. Australia is inhabited by the youngest of all nations, yet it is the oldest continent on earth. Long before the Alps and the Himalayas had risen above the waves of the sea, Australia was dry land. Consequently it retains forms

of animal life which differ in many ways from those found in other parts of the world.

2. The kangaroo, which appears along with the emu on the old Australian coat-of-arms, is found wild nowhere but in Australia. It is a marsupial—that is, it possesses a pouch in which its young are carried. The great kangaroo, or “boomer,” or “old man,” as it is called, attains a height of six feet when standing upright. Its fore limbs are weak and short, its hind limbs are long and strong. The tail is so long and thick that it helps to support the kangaroo when standing upright. Kangaroos never run on all-fours, but with the aid of their powerful tails, which they use as a sort of balancing pole, they hop along on their hind legs and cover from ten to fifteen feet at a single bound.

3. Kangaroos are now becoming scarce in Victoria, but in New South Wales and Queensland they are still plentiful, and sometimes destructive. In Queensland they are much hunted for their skins, which are used for making saddles. The wallaby, though much smaller, differs but little from the kangaroo.

4. Amongst other native animals are the Australian opossum, which lives on the branches of the gum trees; the wombat and native bear; and the spiny ant-eater, which has quills like those of a hedgehog, and a sticky tongue for catching insects. The dingo, or wild dog, is a wolf-like creature that does not bark. Probably it is not a native animal, but was introduced at some unknown period by man.

5. Perhaps the greatest pests of all are the large fruit bats or flying-foxes, which are quite a foot long and four-



ANIMAL LIFE IN AUSTRALIA.

1. Giant kingfisher or laughing jackass. 2. Ceratodus. 3. Gray-headed fruit bat. 4. Common Australian echidna. 5. Australian duck-mole. 6. Australian tree-bear or koala. 7. Kangaroo. 8. Common emu. 9. Common wombat. 10. Gould's monitor. 11. Chelmo.

teen or fifteen inches from the tip of one wing to the tip of the other. They fly in flocks, and often completely strip an orchard in a single night. Another pest is the rabbit, which was introduced by the early settlers. So rapidly have these creatures multiplied that they have become a real and constant danger to the country. Ten full-grown rabbits will eat as much grass as a sheep; they will soon honeycomb a "run" and make it worthless.

6. All sorts of devices have been tried to get rid of the rabbit. Most of the sheep-runs are fenced in with wire-netting bedded deep in the ground. In New South Wales the whole western frontier of the state is protected in this way. On most of the runs the shepherds make traps, by means of which hundreds of rabbits are caught daily. Happily this curse of Australia has been turned into a minor blessing; a large export trade in frozen and tinned rabbit is now done. It is quite possible that the rabbits which your mother buys at the shops once frisked about on the downs of Australia, twelve thousand miles away.

7. Amongst Australian reptiles are crocodiles and lizards, as well as many snakes both venomous and harmless. Some of the fish—such as the lungfish, the fresh-water herring, and the cod-perch—are found only in Australia. Amongst other curious creatures there is a spider that makes a noise, and a crayfish that constructs and fills for itself an underground tank in which to spend the dry season. In Gippsland earthworms six feet long are frequently seen. Around the coast the trepang, or sea-cucumber, is found. It is something like a slug in appearance, and after being pressed, sun-dried, and smoked is exported in large quantities to

China. There is a rich pearl-fishery in Torres Strait, and the shells yield the beautiful mother-of-pearl.

8. All sorts of curious birds are found in Australia, but unhappily the most curious of them are dying out. The best known of these disappearing birds is the almost wingless emu, which is from six to seven feet in height, and can run more swiftly than a horse. Black swans are seen on the lakes; and the beautiful lyre-bird, so called from the shape of its tail, makes its home in the most retired spots of the north.

9. The bower-bird builds itself a bower in which to live and amuse itself; and the loud laugh of the "laughing jackass," or giant kingfisher, is heard regularly at dawn and sunset as well as during the day, especially when the cheery bird refreshes himself with an occasional snake. The brush-turkey constructs a mound of rotting leaves and grass in which to hatch its eggs; while honey-eaters, parrots, white and black cockatoos, and beautiful pigeons are common. The British house sparrow has become a nuisance to the farmer.

10. One of the strangest creatures in Australia is the egg-laying duck-mole, or the duck-bill platypus, which lives in a burrow dug out of the bank of a stream or lake. It has thick, soft fur, a bill like a duck's, webbed feet with sharp, strong claws, and pouches in its cheeks.

11. A few words on the vegetation must suffice. Almost all the trees are evergreens. The commonest of them are the eucalyptus or gum tree, of which there are over one hundred and fifty species, and the acacia or wattle, of which no less than three hundred varieties have been counted. The leaves of the gum tree hang vertically,

and cast but little shade. Among the best known of the eucalypts are the red-gum, which furnishes very hard and solid timber, suitable for railway sleepers; the white-gum, which sheds its bark in long, fibrous strips; and the stringy bark tree. All these woods are specially suited for scaffold-poles, masts, and spars. Several species of eucalypts produce the well-known eucalyptus oil.

12. The acacias or wattles are most interesting trees, and are remarkable for their usefulness, their attractive appearance, and their wide distribution over the continent. In spring the "golden wattles" on the banks of the rivers burst into a mass of yellow blossoms which are glorious to behold. Indeed, at this season every tree and plant springs into bloom, while the "bush" is alive with birds of the gayest plumage. The air is heavy with the rich scent of the wattle, the sweet fern, the peppermint, and a host of other fragrant plants. The Australian bush is at first felt to be dull and monotonous by those accustomed to the trees of the northern hemisphere, but one soon begins to feel its charm and variety, and to appreciate its wealth of delicate colour—dull greens, grays, russets, reds, and golds.

13. Two other trees, the jarrah and the karri, are peculiar to Western Australia, and produce the most valuable timber of the continent. The karri is often two hundred to three hundred feet high, and runs up one hundred and sixty feet without a single branch. Jarrah is largely used for street paving and railway sleepers and for ornamental fencing. It is specially valued in India because it resists the ravages of the white ant. The timber of Western Australia is only second in importance to its gold.

14. She-oaks abound in the south and west, and in various parts, from Gippsland to the north, stately palms rear their graceful and lofty plumes. The native cherry is a shapely tree, yielding a fair timber. The fruit stalks are fleshy, and this fact led the early settlers to say that Australian cherries bear their stones outside the fruit. Gouty-trunked bottle trees are common, and one of them is known as the "flame tree," from the brilliant scarlet blossoms which it bears. Tree-ferns, with immense fronds of waving green, are found in the moist forest glens.

15. European trees and plants have been introduced, and thrive remarkably well in their adopted home. The apples of Tasmania rival those of Kent, and the vine has given Australia a new industry. In Queensland the banana, sugarcane, mango, guava, and pine-apple are cultivated; and cotton-growing has begun. Cereals and root-crops, such as potatoes, are grown in the more temperate parts, and British trees are found everywhere. The climate of Australia is so genial that every one has a garden gay with flowers and rich with fruits. In Melbourne the working men grow apples, plums, and grapes in their back-gardens; while in Adelaide the cottager sits beside his orange trees laden with their golden load.

16. Before we conclude this chapter we must say something about the original inhabitants, or "Black-fellows," as the settlers call them. They have dwindled greatly in numbers since the arrival of Europeans, and to-day there are not more than 22,000 in the whole continent. Four-fifths of those still living dwell in tropical Australia.

17. The Black-fellow is dark brown in colour, and but

little below the European in height. He has high cheek-bones, a broad, squat nose, bright eyes, a large unshapely mouth, wavy, pitch-black hair, and a full beard, of which he is very proud. He is of spare, muscular build, and has well-shaped limbs. Life with him is one eternal search for food and water, and he is for ever seeking "fresh woods and pastures new." He has no kraals or villages, and only in winter does he erect rude shelters of boughs or bark.

18. The Black-fellows are poor, degraded creatures, yet in the construction and the use of their weapons, and in bringing down game, they show great skill. They have the gift of "tracking," and wonderful stories are told of their skill in following traces invisible to the white man.

34. STATES OF THE COMMONWEALTH.—I.

1. Continental Australia is divided into six states, of which New South Wales is the oldest or "mother colony." Its capital, Sydney, was the site of the first settlement made in Australia. Let us suppose that we are on board a steamer approaching Sydney. We steam between two huge rocky headlands, and find ourselves in one of the safest, largest, and loveliest harbours in the world. As our vessel winds its way along we are bound to say that there are few more beautiful sights to be seen. Richly-wooded headlands, picturesque islets, secluded bays, and white-beached coves make up a most entrancing panorama.

2. Now we reach Sydney itself, a humming hive of over 620,000 people, with noble public buildings, churches,



VIEWS IN SYDNEY, NEW SOUTH WALES.

1. Town Hall. 2. University. 3. General view. 4. General Post Office. 5. Government House. 6. Museum, Hyde Park. 7. Colonial Secretary's Office. 8. St. Andrew's Cathedral. (Photos by G. W. Wilson and Co.)

warehouses, fine shops, and 135 miles of streets. Heavily-laden electric cars flash through the streets and run out to the delightful suburbs, in which three-fourths of the inhabitants live. There are well-laid-out botanic gardens along Farm Cove, and at Moore Park—one of the many reserves which the Government has made in the heart of the city—there are several enclosed sports grounds, where cricket and football matches are played. A few miles to the south of the city is the National Park, containing nearly 37,000 acres of woodland, mountain, and river.

3. One most pleasing feature of all Australian cities is their open, uncrowded character. Land was cheap when they were founded, and was not stinted as they began to grow. Sydney, for instance, covers 110 square miles, and the city workers spend their evenings and holidays amidst grass, trees, and flowers in pure air, and under clear skies. Scarcely anywhere in Australia can you find narrow streets, gloomy lanes, or foul alleys.

4. We are not long in Sydney without discovering that nowhere in the world is the working man better off than in Australia. There is work for all who are willing and capable; wages are high, and the hours of labour are not unduly long. There is no poverty such as we know it at home, and we find ourselves in a land of self-made men. One in six of the people of Sydney own property, nearly all have money in the savings-bank, and every one with grit and industry has a fair chance to rise. Every person, male or female, over twenty-one has a vote; elementary education is good and free; and there are old age pensions

of ten shillings per week for persons over sixty-five years of age who have resided twenty-five years in the state.

5. The wealth of New South Wales, at present, is chiefly derived from the rearing of sheep and cattle and the working of mines. New South Wales has nearly as many sheep as all the rest of the Australian states put together. Second only in importance to wool is the trade in frozen and preserved meat. Formerly the meat was boiled down to make tallow, and was regarded as the least valuable part of the animal. Now in the great freezing establishments thousands of sheep are killed every day, placed in linen covers, frozen as hard as boards, and dispatched in perfect condition to consumers thousands of miles away.

6. The coast lands, especially those on the margins of the rivers, are carefully cultivated, and produce large crops of wheat, maize, oats, and potatoes. European fruit trees flourish, and such fruits as grapes, peaches, apricots, oranges, figs, and melons are grown. The sugar-cane is cultivated in the north, and much of the tobacco is home-grown. Coal is abundant, especially at Newcastle, Illawarra, and Lithgow; and silver, gold, tin, copper, iron, and many precious stones, especially opals, are found. There are still dozens of "prospectors" hard at work with windlass and cradle seeking gold, but, next to coal, silver is the most important mineral. The famous Broken Hill Silver Mines, which stand amidst the Barrier Ranges, close to the South Australian border, have already paid many millions of pounds sterling in dividends, and show no signs of exhaustion.

7. New South Wales, like all the other Australian states, is eager for white settlers. A "White Australia" is the

ideal of its statesmen, and coloured persons are kept out as far as possible. Farm hands and domestic servants are in great demand. By a new law in New South Wales and elsewhere, large estates, which are not cultivated or are given up to sheep, are being subdivided into farms, so that purchasers can readily buy suitable land, and in doing so they may obtain assistance from the State banks. Farmers with some capital are specially needed, though all able-bodied men and women willing to work on the land are welcomed.

8. North of New South Wales, and an offshoot of it, is the province of Queensland, the youngest of the Australian states. Queensland occupies the north-eastern portion of the continent, and covers an area more than twice that of New South Wales. It has much fertile land, and farmers are being encouraged to take advantage of it; but as yet scarcely 600,000 acres are under cultivation. Dairying, however, is making great advances. More than twenty millions of sheep are reared on the mountains and the dry inland plains, while five millions of cattle and half a million of horses thrive on the rich pastures near the coast. Cattle-raising is a great Queensland industry, and the free, open-air life on the cattle-runs is very attractive, though the work is hard and the luxuries are few.

9. In the hotter parts of the state the sugar-cane is grown. Formerly Kanakas, or natives of the Pacific Islands, were employed. A law has now been passed to abolish the employment of these Kanakas, and many of the planters prophesy the ruin of the industry. No doubt, however, by the use of improved machinery, and in other ways, the industry will accommodate itself to the new conditions.



Pioneers.

(From the picture by the Australian artist J. H. Schellenger. By permission of the Australian Trade Union.)

Queensland is well suited for cotton growing, and may be expected in the future to become an important source of supply.

10. Gold has been found in nearly every part of Queensland, both in the rivers and in quartz reefs. Near Rockhampton, in Central Queensland, is the famous Mount Morgan Mine, believed to be the richest deposit of gold in Australia. Copper is more widely diffused than gold, and many other minerals are found, such as silver, coal, lead, ironstone, and gems.

11. Brisbane, the capital, is so named after Sir Thomas Brisbane, the Governor of New South Wales when the first settlement was made in what is now Queensland. It occupies both banks of the Brisbane River, and its two sections are joined by a fine bridge. The city lies low, some twenty miles from the sea. It has many excellent public buildings and well-kept botanic gardens, and its villas are surrounded by masses of semi-tropical trees and shrubs. The most northern settlement on the Pacific coast is Cooktown, on Endeavour River. Cape York is the most northerly point of the continent, and to the north-west of it lies the fortified coaling-station of Thursday Island, the headquarters of the Torres Strait pearl-shell fishery.

12. Eighty miles across the shallow waters of Torres Strait lies the huge island of New Guinea, or Papua, which we may mention here because the British part of it is a dependency of the Commonwealth of Australia. British New Guinea, which is equal in area to about three-fourths of the United Kingdom, consists of the south-eastern part of the island and certain groups of smaller islands. Little more than the fringe of the country has been really explored,

but we know that a massive mountain chain runs through the island and divides British territory from German. The Dutch hold the western half of the island.

13. From the interior mountain-chain many rivers converge to enter the Gulf of Papua. The largest of them, the Fly River, is navigable by steam launches for 500 miles. The climate is, of course, tropical, and unhealthy in the low grounds; forests containing many varieties of trees cover much of the country; and the banana, the cocoa-nut, and the bamboo grow in all parts. There are no dangerous animals, but wild swine are common, and there are many snakes like those of Australia. The beautiful bird of paradise is frequently seen.

14. The people of Papua resemble in many respects the islanders of the Pacific. The men are about the average European height, and the planters who have employed them say that they are good workers. As yet they are quite uncivilized. Some of the tribes live wholly on sago, others on yams, bananas, or sweet potatoes. Many of the villages are built entirely of bamboo houses perched on piles above the water. Some of the houses are erected in trees, and are reached by ladders.

15. Several hundreds of Britons are engaged in washing gold or in the copper mines. Rubber plantations have been begun, and timber in large quantities is sent to Queensland and New South Wales. The residence of the governor is at Port Moresby, which is beautifully situated on a fine harbour with deep water and a good wharf. There is, however, a larger European population at Samarai, on an island at the south end of the mainland.

35. STATES OF THE COMMONWEALTH.—II.

1. Now we must turn to Victoria, the triangular-shaped state which lies to the south of New South Wales, and is the smallest of the Australian states, with the exception of Tasmania. The discovery of gold led to the beginning of Victoria's prosperity, and it is still the second gold-producing state of Australia. A steadier source of wealth, however, is derived from pastoral and agricultural pursuits. Sheep-farming is largely carried on, and the wool of Victoria commands the highest prices in European markets. Stock-raising is also important, and dairying comes next to the gold and wool industries.

2. Tobacco and sugar-beet thrive, wheat is the staple crop, and apples and pears are exported in enormous quantities. The vine flourishes, and Victorian wines are growing in favour. Oats, barley, hay, potatoes, onions, and maize are also produced in ever increasing quantities. Victoria is foremost of the Australian states in the export of butter.

3. Victoria is the leading manufacturing state of the Commonwealth. It not only satisfies its own needs, but supplies the markets of the other states. There are iron and engineering industries, manufactures of food and articles of domestic use, woollen factories, and so forth. Over 100,000 persons are employed in the factories.

4. Melbourne—"marvellous Melbourne"—is the capital. It stands on the Yarra, about two miles from Port Phillip Bay. The largest ocean steamers cannot reach the city, but lie in Hobson's Bay, the upper part of Port Phillip. The rise of Melbourne has been extraordinary. In 1837



VIEWS IN MELBOURNE.

1. General view from the Fire Station. 2. Town Hall, South Melbourne. 3. Government House and Botanical Gardens. 4. Swanston Street and Town Hall. 5. Collingwood Town Hall. 6. Collins Street. 7. Parliament House. 8. St. Paul's Cathedral, south aisle and nave. (Photos by G. W. Wilson and Co.)

it consisted of thirteen rough shanties ; now its splendid public buildings, its Parliament Houses, its university and colleges, its libraries and art galleries, its broad streets, its fine parks, its railways, its trams, and its ample water-supply, mark it out as one of the greatest and most enlightened of cities.

5. Collins Street is one of the most imposing streets in the southern hemisphere, and Little Flinders Street is the busiest. The Roman Catholic cathedral is said to be the finest church building in Australia, and the Melbourne cricket ground the best in the world. Victorians are famous for their love of outdoor sport, and they are especially devoted to horse-racing. The race for the Melbourne Cup is said to be witnessed every year by some 100,000 people drawn from every part of Australia. The population of the city is nearly 600,000, and is distributed over 254 square miles, so that there is plenty of elbow room.

6. Ballarat, the second city in Victoria and the fifth in Australia, stands some sixty-three miles west by north of Melbourne, close to the south edge of the Dividing Range, and owes its prosperity to the fact that it is the centre of one of the richest gold-mining districts in the world. It is a trim, clean place, with a fine main street named after the explorer Sturt, and splendid avenues bordered by fine trees. It also boasts a famous mining school. Some eighty miles north by west of Melbourne is Bendigo, formerly known as Sandhurst, which is also a mining town. Around it are twenty-two square miles of gold-bearing quartz rocks. Bendigo rivals Ballarat in size, and its mines, which are the deepest in Australia, are very productive.

7. South Australia must now claim our attention. In 1863 the Imperial Government rewarded the South Australians for their enterprise in endeavouring to explore the interior, by adding to the colony the immense stretch of tropical country known as the Northern Territory. Since the formation of the Commonwealth, however, that territory has been a separate state under the Federal Government. The richest part of the state is the long narrow belt lying between St. Vincent Gulf and the ranges of hills which run parallel with it. This belt is not very broad, but is some hundreds of miles long, and has become a great grain-growing region. In the drier parts of the state the Government is paying great attention to the conservation of water for irrigation purposes, and many artesian wells have been sunk. Water means wealth in most parts of Australia.

8. The wines of South Australia are already important, but wool is the staple product. What gold has been to Victoria, copper has been and still is to South Australia. The famous Burra Burra Mine, the richest copper mine in the world, was opened in 1845. It has yielded copper worth about £5,000,000, but is now abandoned. Still richer deposits, however, have been discovered, and are actively worked, at Wallaroo and Moonta, on Yorke's Peninsula. Iron, bismuth, tin, and gold are also found.

9. Adelaide, the capital, is a beautiful city, lying at the foot of a picturesque range of hills, on a plain watered by the river Torrens. It is a very clean and bright place, and has been called the "model Australian city." Its many beautiful buildings, its fine avenues, its shaded squares, and

its belt of park-lands make it a very attractive place. Many of the citizens live on the neighbouring hills, where the weather is always cool, and come into town by train. The bulk of the trade passes through Port Adelaide, which stands on an inlet of St. Vincent Gulf.

10. Western Australia was certainly the Cinderella of Australia until the fairy prince, in the shape of gold, appeared upon the scene. Up to 1893 only the coast districts immediately round Perth, the capital, and Fremantle, its port, were settled. Now Western Australia—"the Golden West," as it calls itself, not only on account of its gold, but of its harvests of golden grain—is rapidly advancing.

11. Western Australia is a huge land of wide plains, vast forests, and uninhabitable deserts, covering an area eight times that of the United Kingdom. It has well been called the "oasis province," because it is cut off from the eastern provinces by a vast desert. Although the coasts are deeply indented, there are few good harbours, and scarcely any of the rivers have a steady stream all the year round.

12. The inhabited portions of the state extend for 1,200 miles along the west coast, the most thickly populated part being in the south-west. Here vineyards, apple and orange orchards, and wheatfields may be seen, and cattle and sheep dot the valleys of the numerous rivers. Great efforts are now being made to draw agriculturists from the Old Country. Western Australia has also twenty million acres of timber in some of the finest forests of the world. You already know that the immense jarrah and karri trees shoot up their tall smooth columns to a height of from 200 to 300 feet.

13. Mining is the great industry of the state. Kalgoorlie, the chief mining centre, was a mere camp of tents in the silent bush in 1893; now it has the makings of a fine city, and supports some fifteen thousand miners. It stands on a reef which is exceptionally rich in gold. Its "golden mile" is dotted with mines fitted with the most costly machinery, and lighted by electric light.

14. Perth, the capital, is about twelve miles above Fremantle, the chief port of the state. It stands on the north bank of the Swan River, which here broadens out into a lake. Its gardens, villas, spires, and public buildings are mirrored in the smooth waters, and in the distance there is a background of soft blue hills. Perth has plenty of water, and everything seems to grow well in its unpromising-looking soil.

15. We must now visit the beautiful and well-watered island of Tasmania, the remaining state of the Commonwealth. It is about half the size of England, and lies like a heart-shaped pendant to the south of Victoria. The whole island is a picturesque and irregular succession of mountains, valleys, peaks, and glens, with a lofty, lake-studded tableland in the centre. It is the "Switzerland of the South." A great part of the country is covered with forests of magnificent timber. The woodmen of Tasmania are famous, and tree-felling contests are very popular at sports gatherings.

16. The island rejoices in a delightfully temperate climate. Rain falls frequently, but gray, foggy days are rare. The climate is well suited to every variety of grain, fruit, and flower that grows in England, and many plants

that can only be reared under glass "at home" flourish in Tasmania in the open air. Fruit-growing and preserving are rising industries, and immense quantities of Tasmanian apples are sent to London every year. Wool



HOBART, CAPITAL OF TASMANIA.

is an important, though not the most important, article of export.

17. Tasmania is rich in minerals, and a good deal of mining is carried on. Tin has been most worked hitherto, but valuable deposits of gold, copper, silver, and coal have also been discovered. The Mount Lyell Mine contains

gold, silver, and copper, and in the Bischoff Mine tin is actually quarried like stone.

18. Hobart, the capital, is beautifully situated on rising ground at the foot of Mount Wellington, just at the point where the river Derwent enters one of the finest harbours in the southern hemisphere. The views from its girdle of hills are charming. The city has none of the bustle of Melbourne, but is well laid out with good streets and handsome buildings. Launceston, the only other large town, is on the river Tamar, and is the chief port of the north.

19. Before we leave Australia, we must learn something of its system of government, which largely resembles that of the Dominion of Canada. Each state, except the Northern Territory, has its two Houses of Parliament, its Premier, and its Cabinet, just as in the United Kingdom—the only practical difference being that, in place of the King at the head of each state, there is a Governor sent out by the Home Government. In January 1901 the Australian states were federated into the Commonwealth of Australia, under a Governor-General, a Senate, and a House of Representatives. At present (1912) the Federal Government has its seat at Melbourne, but a site for a new capital has been acquired from New South Wales at Yass-Canberra.

36. THE DOMINION OF NEW ZEALAND.

1. We must now leave the Commonwealth of Australia and sail across the Pacific Ocean for 1,200 miles in a southeasterly direction to the Dominion of New Zealand, which consists of an archipelago larger in area than Italy and Sicily. The two main islands are known as North Island and South Island, and as a pendant to the latter there is the rugged, forest-clad Stewart Island.

2. These islands are widely different from Australia in character. There are no vast plains, no flat-topped hills and wide rolling downs. New Zealand is a sea-girt land, with deep bays and bold peninsulas, great lakes and foaming rivers, snow-capped mountains and steaming volcanoes. From most of the high hills the sea is in sight on a clear day, and fresh water is always at hand.

3. North Island and South Island differ greatly in character. North Island is much more irregular and deeply indented. Its northern part is a long, very broken, and rather narrow peninsula, abounding in fertile and well-watered valleys; while the main part of the island consists of gently-sloping hills and low-lying tablelands, with here and there a lofty volcanic peak. On the west coast, in the New Plymouth district, stands Mount Egmont, an extinct crater of a beautiful conical shape, covered with an everlasting crown of snow.

4. In the centre of the island there is a remarkable district of lakes, hot springs, and geysers. Let us visit this region, which lies some forty miles to the north-east of Lake Taupo, the largest lake in New Zealand. Here are some of the most wonderful sights in the world. Clouds of

steam rise from cracks and crevices, and the very air is heavy with sulphurous vapour. Mud volcanoes are frequent, and geysers, finer than those of Iceland or of the Yellowstone Park, throw up jets of boiling water, which fall back into natural stone basins. The ground itself, though apparently solid, is a mere crust, beneath which seethes a reservoir of boiling mud.

5. Many years ago the water from certain springs poured down two sets of beautiful terraces, called the Pink and White Terraces. They formed a series of basins, tier upon tier, filled with hot water of a clear blue tint, while the terraces showed a variety of colours, especially pure white, gray, and pink. One of these basins formed a series of hot baths, in which the natives were never tired of bathing.

6. The Pink and White Terraces were in their full beauty when, one day in June 1886, Mount Tarawera suddenly became active. A terrible earthquake shook the ground, a column of flame shot up from the mountain, and torrents of boiling mud and hot stones were showered over the country. Three native villages were blotted out, miles upon miles of country were covered with a thick coating of mud and ashes, and the terraces were buried for ever.

7. In spite of this great loss there are many wonders still to be seen in the district. The Government has built a sanatorium at Lake Rotorua, and persons suffering from rheumatism and other complaints come great distances to bathe in the hot waters. There are five different kinds of springs and a large swimming bath of hot water. Hotels have been erected within a mile of the baths for the convenience of visitors.

8. Still further south is a highland region in which the largest river of the island has its source, and two huge volcanic cones rise above the surrounding hills. Near these active volcanoes lies Lake Taupo, which has already been mentioned. Round Hawke Bay, on the east coast, and to



MOUNT COOK (12,349 ft.) AND HOOKER RIVER (SOUTHERN ALPS).

the south-east of Mount Egmont, are some of the finest pastures in the colony.

9. South Island, or Middle Island, as it is sometimes called, is longer, bigger, and more compact than North Island. The Southern Alps, which form the highest ridges of a

great mountain plateau occupying about two-thirds of the island, traverse the western side from north to south. Here we find lofty mountains, with peaks and glaciers rivalling those of Switzerland. The plateau itself is furrowed by many deep branching valleys. East of this plateau are the Canterbury Plains, which rise from sea-level to about 1,500 feet in twenty miles.

10. The largest and most beautiful lake of the South Island is Wakatipu. It is over fifty miles long, and is surrounded by mountains, which in some places rise from the water's edge as steep precipices. The western part of South Island produces coal, gold, and timber. The eastern side, especially the Canterbury Plains, is devoted to sheep-farming and agriculture. Here we find the most fruitful wheatfields and gardens of the Dominion.

11. The coast of the South Island is bold, but has few deep indentations, except on the north and south-west coasts. The south-west coast is especially grand. The long line of cliffs backed by the peaks of the Southern Alps is broken by long fiords or "sounds," in which the water lies deep and still under the shadow of giant crags. The outer cliffs stand bare and sullen in their gloomy grandeur, but on the shores of the sheltered fiords are dripping jungles, ferny ravines, and moss-clad precipices of great beauty. In many places, too, clear blue glacier streams leap over the cliffs and dash themselves into spray before they reach the water below. Dusky Sound, and Milford Sound with its famous Mitre Peak, are the most beautiful of these fiords.

12. Millions of acres of the country, especially on the

mountain ranges, are still clothed with dense forests, most of the trees being white or red pines or small-leaved beeches. There is a thick undergrowth, and the stems are covered with lichens and similar plants.

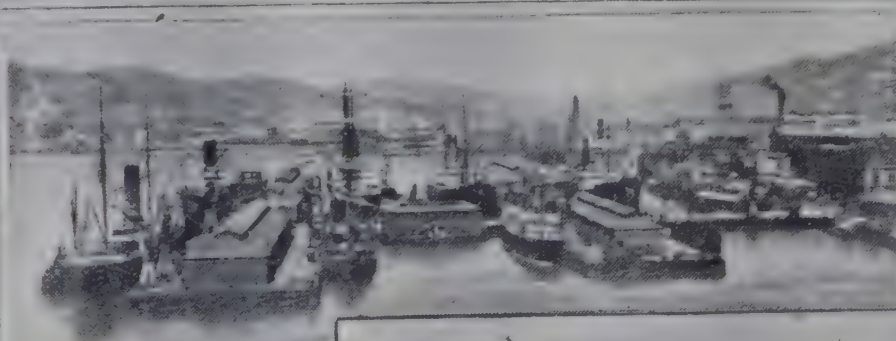
13. The king of New Zealand trees is the kauri pine, which grows in the northern part of North Island, and nowhere else in the world. A kauri forest is one of the grandest sights to be seen. The trees grow to a height of a hundred feet or more, and are usually surrounded by such trees as the nikau palm, the tree-fern, and the palm lily. Kauri timber is very valuable, and produces a resin which is much used in making varnishes. This kauri gum, which is something like amber in appearance, is found in large masses at the roots of trees, or in ground from which the kauri trees have long disappeared. It is found by prodding the earth with a slender spear, and is removed by digging.

14. A notable plant is the New Zealand flax, which grows in large quantities, and is cultivated for its fibre. The natives or Maoris make mats and baskets of this fibre, and now it is used in the manufacture of twine and ropes.

15. New Zealand is remarkable for the number and variety of its ferns. In North Island graceful palms twenty or thirty feet high are found, and tree-ferns equalling those of the tropics. High up on the lofty mountains there is a beautiful Alpine vegetation, and near the snow-line we find the edelweiss, which closely resembles that of the Swiss Alps.

16. If New Zealand is not very rich in native mammals, it has many and interesting birds. Some two hundred

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VIEWS IN NEW ZEALAND.

1. Auckland. 2. Dunedin. 3. Christchurch. 4. Street in Wellington.

and seventeen species are known. Amongst them we may mention the black parson bird with its white throat tufts. Like the Australian lyre-bird, it is the mimic of the bush. There are numerous parrots and many fine water-birds, but only one kind of pigeon. One of the parrots, found only in South Island, and known as the kea, is a mountaineer, dwelling for the most part in remote regions amidst the snows. It is said, however, that it attacks live sheep, settling on their backs and tearing away the flesh to get at the kidney fat.

17. When Captain Cook's vessel lay in Queen Charlotte Sound, the crew were awakened one morning by the singing of birds which poured forth a flood of melody "like small bells exquisitely tuned." These birds, known as bell birds, are rapidly dying out. They have almost disappeared from North Island, and are only rarely met with in the South.

18. The most remarkable bird, however, is the kiwi. It is the last survivor of a race of wingless birds which were once plentiful. The weka, or wood-hen, is another bird that cannot fly; and so is the kakapo, which has large wings, but muscles too weak to work them. The Maoris tell a story about a kakapo parliament which is held every winter, when large numbers of the birds gather and keep up an incessant and deafening chatter, as though they were making the laws of the kakapo world. After a time the assembly breaks up and the kakapos depart, as if returning to their constituents. The sparrow, which was introduced by the early settlers, is now a pest.

37. LIFE IN NEW ZEALAND.

1. New Zealand has a very varied climate, and all the products of sub-tropical and temperate zones can be grown. There are no extremes of heat and cold, and the climate is admirably suited to Europeans. New Zealand is more of a pastoral than an agricultural country. Over eleven million acres have been planted with British grasses, and this extent of pasturage makes New Zealand an admirable grazing country. Vast numbers of sheep and cattle are fed on the Canterbury Plains in South Island, and near Hawke Bay in North Island. Wool is therefore one of the chief products of New Zealand. There are now freezing works in most of the large towns, and immense quantities of frozen beef and mutton are sent to the British Isles every year. Butter and cheese of splendid quality are made in factories worked on the Danish system.

2. While wool is the mainstay of New Zealand, she has a variety of other products. Wheat is largely grown, and oats and barley are also important. Maize is the staple crop in the north. Oranges, lemons, peaches, grapes, figs, and melons grow out of doors in North Island, and the vine is cultivated with tolerable success.

3. New Zealand discovered her gold some years later than Australia, and she now produces a large amount of the precious metal every year. Large deposits of coal are also found, chiefly on the west coast of South Island. When our present King visited New Zealand he passed under an arch of coal with this inscription, "The coal that saved the *Calliope*." This referred to the

great storm of March 1899 at Apia, in Samoa, when the only ship that was able to leave the harbour, and so escape shipwreck, was H.M.S. *Calliope*, which had been coaled with New Zealand coal. New Zealand now manufactures a considerable quantity of her own wool.

4. Most of the large towns are connected by railway. Wellington, the capital of the Dominion, is not the largest town, but as its situation is the most central it has been adopted as the seat of government. It stands on a splendid harbour on the north side of Cook Strait, and has a beautiful situation. Owing to the prevalence of earthquake shocks nearly all the buildings are of wood. Auckland, the largest town and the leading port, in the northern peninsula of North Island, stands on a narrow isthmus overlooking a magnificent harbour which opens into the beautiful Gulf of Hauraki. It is the pleasantest town in the whole Dominion.

5. Three towns of South Island are also worthy of notice. Nelson, on Tasman Bay, is the outlet of a mountainous province famous for its grand scenery and its mineral wealth. The English-looking city of Christchurch stands in the midst of the rich pastoral and agricultural district known as Canterbury Plains. All round it are English-looking fields, hedges, and gardens, and the town itself has a number of fine buildings. In its museum are skeletons of the now extinct moa. Dunedin, on the south-east coast of South Island, is a flourishing place, surrounded, as are all the New Zealand towns, by a belt of park land.

6. Before we conclude our glimpses of New Zealand something must be said of its inhabitants. When Captain



TYPES OF MAORIS.

1. Portrait of Wahine, Mata. 2. The chief Patatungakui. (Photos by Valentine.) 3. Wharepuni at Awahou Pah. 4. Maraea, a Maori belle. 5. Maggie, a Maori guide at Rotorua. 6. The Tohunga.

Cook first visited New Zealand in 1769 he found the Maoris in possession. It is supposed that the Maoris first migrated from the Malay Peninsula to New Zealand a thousand years or more before the birth of Christ. Ancient Maori legends tell of long ocean voyages made by their remote ancestors, and it is quite probable that they possessed boats capable of making such voyages.

7. When Captain Cook first made their acquaintance they were a tall, brown-skinned race of cannibals and warriors who were constantly at war with one another. They knew nothing of iron, but their tools and weapons were made of hard stone, and with them they were able to cut down trees, erect wooden houses, and construct excellent war canoes which they decorated with all manner of graceful carvings. They showed much artistic spirit in ornamenting their houses and weapons with carvings, and rocks are still to be seen decorated with their paintings.

8. The Maoris were much superior to most savage races. They cultivated a kind of flax, and they knew how to weave it into mats and cloth, which they dyed with various kinds of bark and roots. They had songs, proverbs, fairy tales, and legends, and they were great orators and poets as well as warriors, huntsmen, and seamen.

9. They knew every plant, bird, and insect in the country, and were able to distinguish the different rocks. They divided the year into thirteen months, and gave names to the chief stars. They were especially fond of games, such as kite flying, skipping, string puzzles, hide and seek, and walking on stilts. Their tohungas, or priests, were able to "taboo" or make sacred certain

persons or things, which might not then be touched under pain of death.

10. At the present time the Maoris are a cheerful and fairly comfortable race, very fond of games, riding, and feasting. Some of them have visited this country as members of a New Zealand football team. Unfortunately they are slovenly and careless in their habits, and are prone to consumption. For a time it was thought that they would die out, but now there seems to be no danger of their disappearance. All told they number about 50,000, all of whom but 2,500 live in the North Island.

11. The people of New Zealand are healthy, energetic, and enterprising. Though the public debt of the country is large, the people are perhaps the most prosperous in the British Empire. Old age pensions have been established, and every adult person, male and female alike, who has resided one year in the Dominion and three months in one electoral district can have a vote. Education is free and compulsory between the ages of seven and fourteen.

12. In place of the King there is a Governor appointed by the Home Government. The Parliament of New Zealand consists of a Legislative Council, with members appointed by the Governor, and an elected House of Representatives. Two members of the Council are Maori chiefs, and four Maori members sit in the House of Representatives.

38. BRITISH SOUTH AFRICA.

1. We are homeward bound, and we have a choice of two routes. We may return to England either *viâ* Colombo and the Suez Canal, or by way of the Cape of Good Hope. We choose the latter route, and embarking at Dunedin, find that more than 6,700 miles of sea lie between us and Cape Town. For more than three weeks we enjoy what the Italians call "the sweetness of doing nothing."

2. To relieve the monotony of the long voyage let us get a big atlas out of the ship's library, and look at a map of the country to which we are bound. We will take a physical map first, coloured according to the height of the land. We see that South Africa is like a broad-rimmed pie-dish turned upside-down. There is a narrow strip of level land round the coast. Then the country rises gradually, until about a hundred miles from the sea we reach a plateau from 4,000 to 6,000 feet high. This plateau sinks lower as it stretches northward, and finally attains a level of only 1,000 feet on the banks of the Zambezi. The whole of South Africa, therefore, except a narrow fringe round the coast, is really a highland country.

3. Look at the map again and you will see how the rivers which rise in the plateau get to the sea. The great Zambezi is the boundary on the north, so we may exclude it. Coming south, the river Limpopo, which rises close to Johannesburg, flows north and then east to the Bush country in the Portuguese colony of Mozambique. It begins by

being a mountain stream, and ends as a sluggish tropical river.

4. On the east coast we see a number of rivers, such as the Komati, the Umvolosi, and the Tugela, which rise upon the plateau, and after a long course in highland glens come out into the flats before they reach the sea. On the south coast we see no large river in the Cape of Good Hope province; the streams are all short, because the hills in which they rise are too near the sea.

5. The northern part of the Cape of Good Hope is drained by the Orange River, which rises in the east in a very mountainous part of the plateau, called Basutoland. It runs nearly due west over the plateau, receiving the Vaal from the north, and enters the sea after a long course among the sandy deserts of the west coast. The Limpopo and the Orange are large rivers, but neither of them is navigable for any distance, partly because of the sandy soil round the coast which absorbs much of their flow, and partly because of the rapids and waterfalls which impede their course. These obstructions are due to the steep descent which the rivers make from the plateau to the sea. So the highways of traffic in South Africa are railways and not rivers.

6. Now notice how the railways get to the interior. From Cape Town the main line to the north climbs up to the plateau through several beautiful passes, and runs through the desert called the Karroo till it reaches what is called the High Veld—that is, the high, grass-covered part of the tableland. It crosses the Orange River, and goes north by Kimberley and Bulawayo to the Victoria

SOUTH AFRICA



Falls on the Zambezi, and then onwards towards Lake Tanganyika. This is the route by which some day we shall be able to travel from Cape Town to Cairo.

7. At De Aar, some seventy miles from the Orange River, a line to the Transvaal breaks off, and runs through the Orange Free State, past Bloemfontein, across the Vaal, and then by Johannesburg and Pretoria to Pietersburg, the most northerly station in the Transvaal. There are several other railway routes from the coast. You will notice that those from Port Elizabeth and East London unite and join the Transvaal line. From Durban, in Natal, a railway runs past Ladysmith and Majuba to the Transvaal.

8. From the Portuguese port of Lourenço Marques on Delagoa Bay the railway climbs through fine mountain glens till it reaches the High Veld at Middelburg, and goes thence to Pretoria. Lastly, away up in the north, a railway runs from Salisbury in Rhodesia to the Portuguese seaport of Beira; so if we go north by the great Cape Line we can reach the east coast by a choice of three routes—namely, by Beira, by Delagoa Bay, or by Natal.

9. One final look at the map shows us that the whole of South Africa from the Zambezi southwards is within the British Empire, except German South-West Africa on the one side and Portuguese East Africa on the other. The two coast provinces are the Cape of Good Hope and Natal. The Orange Free State and the Transvaal are wholly situated in the High Veld; and Rhodesia begins in the High Veld, and sinks down to the lowlands at the Zambezi.

10. Our atlas contains a series of maps which enable us to form a good idea of the climate. Generally speaking,

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2



3



CAPE TOWN.

1. Cape Town from the sea, showing Table Mountain and Devil's Peak. (Photo by G. W. Wilson & Co.)
 2. The Houses of Parliament. (Photo by N. P. Edwards.) 3. Cape Town, looking to Lion's Head, from the Tower of the G.P.O. (Photo by G. W. Wilson & Co.)

we find that though South Africa is within a few hundred miles of the Tropics, it is by no means so hot as we should expect. You already know that South Africa is a high-land country, and this explains why the sun's heat is modified. Along the sea-coast the thermometer averages 60° Fahr. in the coldest month, and 70° Fahr. in the hottest month.

11. In considering the climate of South Africa, we shall find that the rainfall is far more important than the variation of heat. During the summer, which, of course, corresponds with our winter, the prevailing winds blow from the south-east, and cool sea air flows in towards the heated plains of the interior. In the south-west of the country there is little to check its career, but in the east it has to ascend the lofty ridges of the Drakensberg, and in doing so its moisture is deposited in heavy rains which are often accompanied by thunderstorms.

12. In winter, on the other hand, the winds blow chiefly from the north-west. These winds drop their rain at the south-western barrier of mountains, and have little left to deposit as they proceed eastward. On the lofty Karroo the atmosphere is so dry, clear, and buoyant, that invalids suffering from lung troubles find great relief, and even a complete cure, in its splendid air.

13. The weeks pass slowly by, and we are beginning to hunger for a sight of land. At length, one morning when we wake we look through the cabin portholes and see a great mountain rising in the clear sunlight. We are in Table Bay. In front of us is Table Mountain, with the white houses of Cape Town nestling at its foot.

39. CAPE TOWN.

1. The situation of Cape Town is one of the most beautiful in the world, and every visitor is impressed by his first view of it from the sea. In winter, when the distant hills are covered with snow, it is easy to imagine oneself in the Adriatic Sea looking towards the Alps.

2. We land at the docks, which are, of course, unattractive, and reach the city in a dingy cab driven by a shabby Hottentot driver. But when we turn into Adderley Street we find ourselves in a handsome modern town. This street runs straight from the shore up to the skirts of Table Mountain. At the foot is the railway station and the largest shops. Higher up are the Houses of Parliament and Government House. At the upper end of Adderley Street there is a beautiful park with a splendid avenue of oak trees.

3. We enter the Houses of Parliament, and a kindly member gives us some information about the government of the country. He tells us that as far back as 1854 Cape Colony began to be ruled by its own Parliament, which is elected by the people as in England, with a Prime Minister and a Cabinet chosen from the party which has a majority of the members. South Africans, both of English and of Dutch descent, sit side by side on the benches in Parliament, and speeches are made in either Dutch or English.

4. We also learn that Natal was made a self-governing colony in 1893, and that the Orange Free State and the Transvaal, which were formerly Dutch republics, became

self-governing colonies under the British Crown in 1906. The only large part of British South Africa which has no self-government is Rhodesia, which is ruled by a Company responsible to the Crown. Certain districts which are inhabited by natives, such as Basutoland and Bechuanaland, are ruled directly by the Home Government, represented in South Africa by the High Commissioner. In 1910 the four separate colonies of British South Africa were united into one great State like the Dominion of Canada and the Commonwealth of Australia.

5. Before starting for the north we will spend a few days in Cape Town to see the sights. We take the train and explore the eastern suburbs, which lie along the slopes of Table Mountain, and extend nearly all the way to a favourite seaside resort called Muizenberg. The slopes of Table Mountain are covered with oaks and pines, and among the foliage there are many charming houses and gardens. One of the most notable trees which we see is called the silver tree, the leaves of which shine in the sun like a European olive.

6. We drive westward along the coast past the mountains called the Seven Sisters, traverse a pass to the east side of the peninsula, and reach a bay called Hout Bay. Returning, we cross a high neck of land south of Table Mountain, and find ourselves among the vineyards of Constantia. The quaint old Dutch farmhouse of Constantia is still standing, and the wine which takes its name from the place is still made.

7. As we return to town from this drive, it is worth while stopping to look at Groote Schuur, the wonderful

house which Cecil Rhodes left by will as the official residence of the Prime Minister of the South African Commonwealth. Groote Schuur stands about three miles from Cape Town, right under the cliffs of Table Mountain. It is built in the old Dutch style, and panelled in teak and curious foreign woods. Standing on its balcony, we look up through a flower garden of cannas and lilies



GROOTE SCHUUR.

to an avenue of gaunt, black pines, and then beyond to the high blue mountain cliffs. In the clear air the view is like fairyland. The park has a collection of wild animals brought from the remoter parts of South Africa, for Mr. Rhodes was a great lover of the wild creatures of the "Bush."

8. Another excursion which we make is to the top of

Table Mountain. From Constantia we ride on mules by a winding path right to the summit of the mountain. On a fine day the sight is one never to be forgotten. Away to the north we see the snow-clad peaks of the Hottentot Hollands Mountains. We look south and see the Cape peninsula running out to the great headland which Sir Francis Drake thought "the finest cape in the whole circumference of the earth." All around us is a paradise of wild flowers, which will grow only under glass in England.

40. FROM CAPE TOWN TO BULAWAYO.

1. It is time, however, to set out on our northern trip. We take the mail train in the evening and pass through the beautiful hilly country of the Cape of Good Hope in the dark. If we were to travel by day we should see that the train climbs up the steep glens of the Hex River in order to reach the tableland which forms the larger part of South Africa.

2. When we wake in the morning we are in a new land. It is very cold, for it is winter time, and we are at least 4,000 feet above the sea. All around stretches a flat plain, with little blue ridges of hills on the horizon. The land is covered, not with grass, but with tufts of heath and small bushes, which give nourishment to sheep and cattle. Between the tufts and bushes we can see the bare red soil. The train is creeping over the Karroo, the great desert of South Africa.

3. Soon the sun comes out, and by midday we know that a South African winter can be very hot. Little native

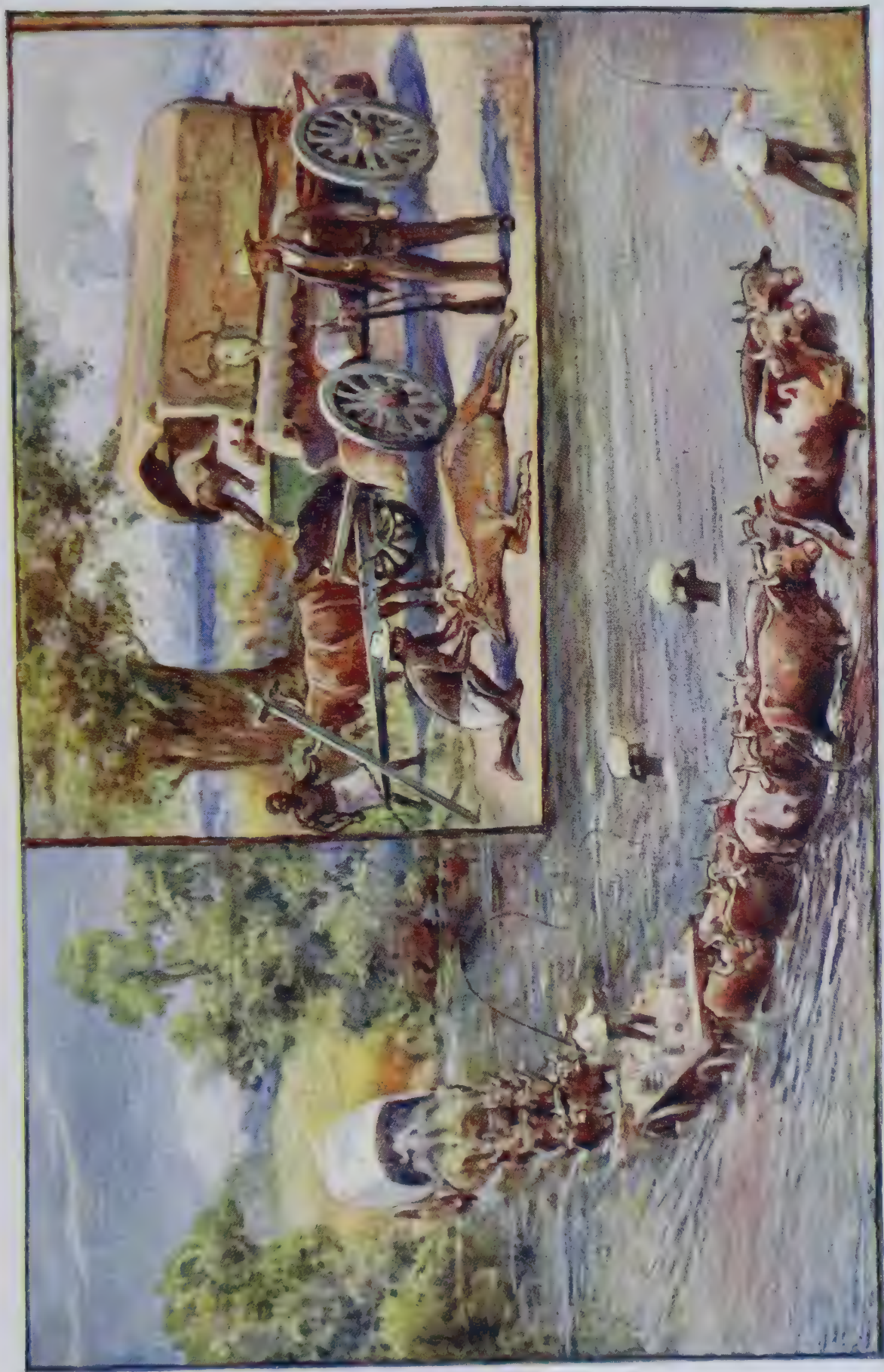
children sell milk or fruit at wayside stations, and sometimes we see on a neighbouring highroad a great wagon drawn by lumbering oxen. It was in such wagons as this that the Boers carried their household goods when they made their great "trek" northwards to found the Transvaal and the Orange River republics.

4. By slow degrees the country grows greener, and by the time the wonderful South African sunset has begun and the little hills, or *kopjes*, are all purple and amethyst, we have passed the junction called De Aar, where the line to Bloemfontein and Johannesburg branches off to the right. We are now approaching the Orange River.

5. The Orange is the greatest of South African streams, but as we rumble across it on an iron bridge it does not look impressive. A muddy, yellow stream, perhaps a hundred yards wide, flows in the middle of a broad channel between high steep banks. It is winter time, and so the river is at its lowest. When the rains of the South African summer come, the Orange River will tear along as a raging torrent and fill its channel from bank to bank.

6. This part of our journey lies among scenes which are memorable from the terrible events of the Boer War. We pass the battlefields of Belmont and Gras Pan, and beyond the river we see the entrenchments of Magersfontein, which recall the terrible slaughter of the Highland Brigade in their fatal night attack.

7. Soon we reach Kimberley, 647 miles by rail distant from Cape Town. Kimberley is a very dusty place, but the streets are broad and prettily lined with trees. Here we will stop for a little to look at the diamond mines, for this



Trekking in South Africa.

is the greatest centre of diamond-mining in the world. The first diamonds were found near the Orange River in 1867, and before 1870 they were discovered in large quantities at what is now Kimberley. The real diamond industry, however, did not begin till 1885, when Cecil Rhodes merged all the different mines into one large business, known as the De Beers Company.

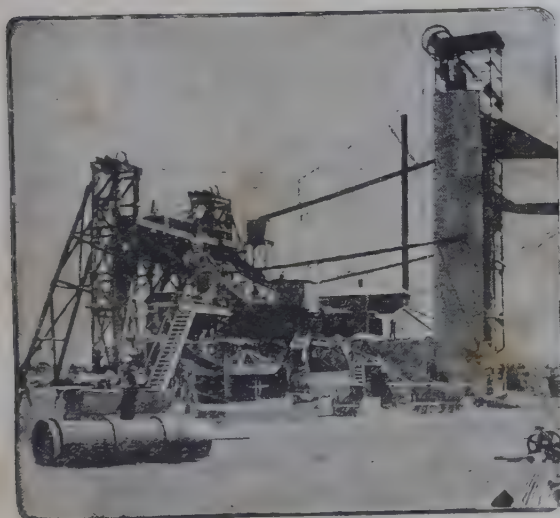
8. I dare say you know that the price of an article which people wish to have depends upon the supply. If the article is plentiful, the price is low ; if the article is scarce, the price is high. If diamonds were as common as pebbles, they would cost no more than pebbles. If large numbers of diamonds were taken out of the mines each year and offered for sale, the price would go down. The De Beers Company, however, only produces about £4,000,000 worth of diamonds a year, and so the price is kept high.

9. The diamonds are found either in the ordinary yellow surface clay or in the hard blue clay which lies deeper. At Kimberley you will see great pits where the diggings have been made. It is curious to remember that fifty years ago one might have bought the diamond-bearing land at a very small price. It would be hard to reckon how many millions of pounds the diamonds have yielded during those fifty years.

10. The native workers live in "compounds"—that is, in large enclosures—which they are not allowed to leave except to work. This is to prevent thefts, and also to keep the natives from the temptations of strong drink. These "compounds" are large native villages, and in them

you see the labourers at play and preparing for work. The white men employed at the mines live in a model village, known as Kenilworth, in comfortable red brick cottages, with flower gardens and orchards, shaded by leafy trees.

11. We enter the north-bound train again, and fifty miles or so after leaving Kimberley cross the Vaal, a stream of the same type as the Orange, but smaller, and travel through flat country to Vryburg. Soon we reach the little town of



1. Headgear of diamond mine at Kimberley. 2. Searching for diamonds.

Mafeking, which all the world knows as the scene of General Baden-Powell's famous defence in the first year of the South African War. North of Mafeking the country becomes more hilly, and we begin to enter the "Bush." The trees are small mimosa thorns, which the Dutch call "Wait-a-bit," for their long spikes prevent any one who has once been caught from hurrying away. Between the trees is coarse waving grass, except in places where it has been burned by the natives. From the train we occasionally see curious conical mounds, often as much as twenty feet high.

These are the ant-hills which are so common a feature of the South African veld.

12. The sun feels hotter now, for not only are we nearer to the Equator, but we are slowly dropping to a lower elevation. We are now travelling through the Bechuana-land Protectorate, a district peopled by native tribes ruled directly by the Imperial Government. Khama is one of the best-known and most enlightened of the native chiefs. He is a Christian, and the sale of drink is prohibited in his country.

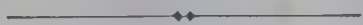
13. By-and-by the country grows more rugged, and we find again the scenery which we saw south of the Orange River, with this difference, that many of the kopjes are covered with bush. We are now in that part of Rhodesia which is called Matabeleland, and here Lobengula and his Matabele warriors long held sway. Their power was broken in two wars, and the land is now governed, under the supervision of Britain, by the Chartered Company which Cecil Rhodes founded.

14. The capital is Bulawayo, a name which means "a place of slaughter." It used to be the site of Lobengula's chief kraal, but is now a civilized town with broad streets and a few fine buildings. Most of the houses, however, are simply wooden shanties with corrugated iron roofs. Bulawayo is a pleasant place, for the climate is healthy and there is an abundance of sport to be had in the country around. Most of the inhabitants are not South African born, but Englishmen who came out under Cecil Rhodes's influence.

15. The most interesting thing to be seen near Bulawayo is the grave of the founder of the country. A day's ride to

the east of the town there is a range of hills called the Matoppos. It is the place to which Mr. Rhodes, with a few companions, rode unarmed to make peace with the Matabele. On the summit of one of the hills, known as "The View of the World," is a large flat stone with the name of Cecil John Rhodes engraved on it. Here, in 1902, Mr. Rhodes was buried in the presence of a vast gathering of natives, who mourned the loss of the great white chief.

16. From Bulawayo the railway runs in a north-westerly direction to the Zambezi. The country gets more tropical as we advance, for the whole of Rhodesia is north of the Tropic of Capricorn. The bush grows thicker, and large trees begin to appear. We gradually descend from the plateau to the banks of the river Zambezi, which, you will remember, is only about a thousand feet above sea-level. Long before we reach the Falls we hear the thunder of the falling waters, and if we look out we shall see columns of vapour rising like smoke from the great chasm into which the river falls. The native name of the Falls means "Smoke sounds here."



41. FROM THE VICTORIA FALLS TO DELAGOA BAY.

1. The Zambezi above the Falls is a broad, smoothly-flowing stream, studded with islands, and the haunt of the hippopotamus and the crocodile. Suddenly the bed of the river drops into a chasm 400 feet deep, and the great mass of water tumbles sheer over with a roar like thunder. The only outlet is close to the north bank, and there the

foaming torrent enters a gorge which extends over thirty miles. The Victoria Falls are some 1860 yards broad, and two-and-a-half times as high as the Niagara Falls. They therefore form the greatest cataract, so far as we know, in the world. The Victoria Falls were discovered and named by the missionary explorer David Livingstone.



VICTORIA FALLS.

2. The first sight of the Falls is a thing not to be easily forgotten. The great sweep of green water disappears into a chasm from which rise five columns of spray tinged with every colour of the rainbow. The railway crosses the gorge a little lower down on a steel bridge of a single span. Below is the torrent racing through a deep, rock-hewn

channel some fifty yards in width. A peninsula which lies opposite the Falls is covered with what is known as the Rain Forest. The air is always damp with spray, and beautiful tropical orchids and ferns luxuriate in the warmer shades. By moonlight the Falls are extremely beautiful.

3. After crossing the river, the railway runs north-east on its way to Lake Tanganyika. The country north of the river is called Northern Rhodesia, and is administered by the Chartered Company. It is rich in copper, and is one of the finest big game districts in South Africa. If we could spare the time, a fortnight's hunting would be full of interest. The chief kinds of big game are the buffalo, the lion and the leopard, the elephant, and various species of antelope, such as the hartebeest, the wildebeest, the impala, the reedbuck, the waterbuck, the koodoo, and the eland.

4. If the bush is thick, it is necessary to hunt on foot. The life of the hunter is fatiguing, but full of excitement. The camp at night, with the fire casting its glow among the trees and the Southern Cross blazing in the heavens, is a scene not to be forgotten. The only dangerous animal is the buffalo, which will often go round in a circle and come up to the hunter from behind. The elephant and the lion when wounded will charge fiercely.

5. We turn back, not without regret, from the Great North Road, which goes straight to Tanganyika and onwards past the other great Central African lakes to the Sudan, Egypt, and the Mediterranean. We do not pause to visit the Nyasaland Protectorate, which lies along the western shore and to the south of Lake Nyasa. Formerly

this country was ravaged by slave-traders. Now Sikh police and British gunboats on the rivers Zambezi and Shiré and on Lake Nyasa prevent this odious traffic from being carried on. European settlers are in the land, and coffee is now the chief export of the country.

6. Our way now lies south again to Bulawayo, where we change trains in order to proceed to the east coast. The railway runs from Bulawayo through Mashonaland, as the central part of Southern Rhodesia is called, to Salisbury, the capital. We pass through a very pleasant grassy country, with little, broken hills. If we had time we might visit the fruit farms established by Mr. Rhodes, the tobacco farms, or the extraordinary ruins called Zimbabwe, which were long believed to be Phœnician, but are now held to date only from the sixteenth century.

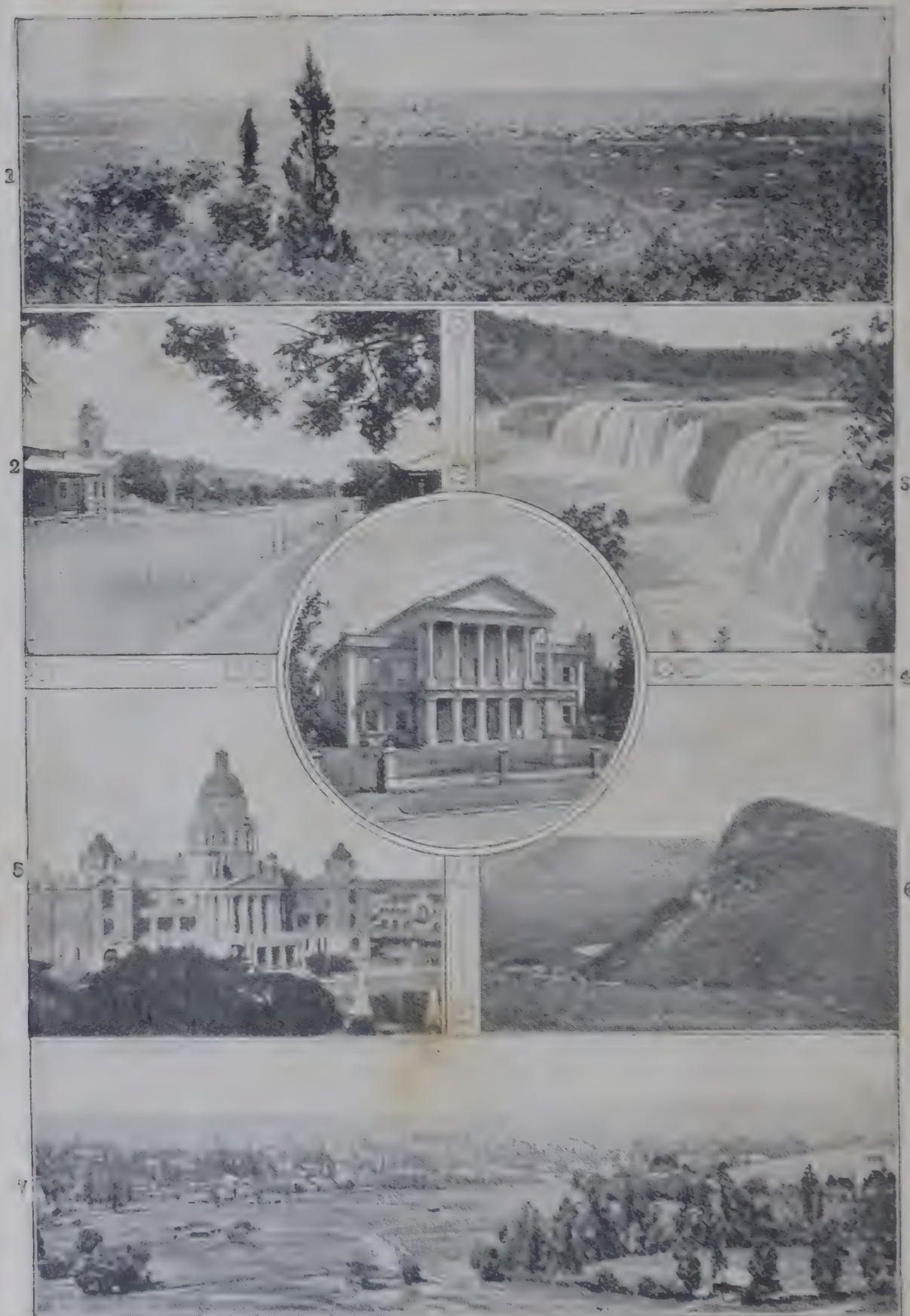
7. We find Salisbury a pretty town at the foot of a wooded hill with wide pasture lands around it. As it is only eighteen degrees from the Equator, it is often very warm; but the air is fresh and dry, and the white man can live comfortably in Salisbury all the year round. Now we move eastward towards the sea, and the character of the country changes. We are drawing near to the edge of the great tableland, and the change is seen in the sharp blue hills which come into view and the greater wealth of woodland. There is no prettier country in South Africa than the district through which we are now travelling.

8. At Umtali we come to the true edge of the plateau, and begin to descend sharply to the lowlands. We travel through wild mountain glens which recall the Scottish Highlands, till we cross the Portuguese border. We are

now in the tropical flats, and very hot and steamy they are even in this winter month. Happily we can pass through them in the train, instead of being compelled, like the pioneers of old, to plod painfully along among the swamps and jungle, with carriers or, at the best, with indifferent horses. At a place called Fontesvilla, which is believed to be the most unhealthy place south of the Zambezi, we reach the Pungwe River. The valley of this river used to be the most famous big game hunting-ground in South Africa, but rinderpest, a kind of cattle plague, has made terrible ravages in it, and has carried off the larger antelopes.

9. We are not sorry when the train finally runs into Beira—the port at the river mouth—and we see the breakers of the Indian Ocean and smell the fresh sea-breezes instead of the damp vapours of the Pungwe valley. Beira is a hot, bare place, but fairly healthy. The sun seems to be always blazing, and the streets are always full of sand, so it is not a town to linger in. We catch the German-Lloyd steamer, and next morning are sailing southwards for Natal.

10. After so much inland travelling it is a pleasure to be once more on a ship's deck, and to see the blue waters rising and falling around us. The coast of Mozambique, along which we are sailing, is full of interest. Shortly after leaving Beira we pass the old Portuguese settlement of Sofala, where Vasco da Gama, the great explorer, landed. A little later we reach Inhambane, a little white-walled town embowered in palm trees. We stop for a time in Delagoa Bay, on which stands the town of Lourenço Marques.



VIEWS IN NATAL.

1. Durban, from the Berea. 2. Ladysmith. 3. Tugela Falls. 4. Parliament House, Pietermaritzburg.
5. Durban Town Hall. 6. Majuba Hill. 7. Pietermaritzburg.

We do not go ashore, as we hope to see the town on our return from the Transvaal.

11. Soon we are coasting along the shores of Tongaland. Gradually the hills of the mainland get higher, and we see the country of the Zulus. Once more we have arrived at British territory. Next morning we awake in a bay with high bluffs at its entrance, and in front of us we see a city set in gardens. This is Durban, the chief port of Natal, so called by Vasco da Gama, who sighted it in 1497 on Christmas Day, the *natal* day of our Lord.

42. FROM DURBAN TO JOHANNESBURG.

1. Durban Bay is well sheltered, but it used to have a formidable bar at the entrance which prevented large vessels from entering it, and passengers and cargoes had to endure the discomfort and delay of being landed in tugs. Now the entrance has been deepened, and even a man-of-war can steam up the harbour. Durban is one of the handsomest of South African towns. Its streets are broad, and there are many fine buildings. Away on the right, on a hill called the Berea, stand a number of country houses surrounded by lovely gardens. All around the city is a rich agricultural district. Sugar is grown in large plantations, and you may see many fields full of what look like rows of turnips, but which are really pineapples.

2. The climate is hot but not unhealthy, and the white population is almost wholly of British descent, though the first government formed in Natal was a Boer republic. Natal has an enormous native population—ten black men

to every white one. There are also many natives of British India, who were originally brought over to work in the sugar plantations, but who have now settled in the city and strayed into many of the trades and professions.

3. In the streets you will notice a curious sight. The Durban cab or carriage is a rickshaw, or light chair, with long shafts, between which a native runs. Some of these rickshaw boys are of magnificent physique, and they adorn themselves with every kind of savage decoration. The first sight of a gigantic Zulu with two great horns on his head dragging a little carriage behind him is certainly surprising.

4. At Durban we take the mail train to Johannesburg, and our first stop is at Pietermaritzburg, the capital of Natal. Here we see Government House and the Houses of Parliament; for Natal, like the Cape of Good Hope province, has a Provincial Council consisting of elected members to deal with provincial affairs—such as finance, elementary education, agriculture, local works, roads and bridges, etc. After Pietermaritzburg we begin slowly to ascend. On the left there is a wall of rocky mountains—the Drakensberg—the greatest of South African ranges, which in Mont aux Sources rises to the height of over 12,000 feet. In the Drakensberg all the chief rivers of South Africa have their sources.

5. Natal has been the great battlefield of South Africa. The Zulu War was fought within its bounds; the chief battles of the Transvaal War of 1880 took place on the frontier. In the recent South African War the Natal campaign was not the least important part of the three years' fighting. The reason is simple: the Natal valleys

are the shortest and easiest way from the sea to the High Veld and the Transvaal.

6. Now let us continue our journey. We cross the Tugela, and on the right we see Colenso, where the Boer trenches so long prevented the British advance. That long flat line of hill in front is Spion Kop, with its story of desperate but unavailing struggle. You will remember that it was seized, but abandoned when victory and an



ZULU KRAAL.

open road to Ladysmith lay within the British grasp. Soon we are at Ladysmith, a pretty little town in an amphitheatre of hills, all of which became famous during the siege which the place endured for one hundred and nineteen days. There is Pieter's Hill, yonder is Wagon Hill, Pepworth Hill, Signal Hill, and so on.

7. Continuing our journey, we pass Newcastle, in the neighbourhood of which the first battles of the war took

place. Newcastle, as its name would seem to imply, stands in the midst of a coal-field. Nevertheless, it is a pleasant town with a bracing climate. Natal is fortunate in possessing large stores of good coal. The Dundee district in the north-west is perhaps the finest coal-producing area in South Africa, both in extent and in quality.

8. As the train runs on we find ourselves climbing the side of a steep mountain glen. In front there is a conical hill strewn with boulders, and the train creeps round its flank. This hill is Majuba, which recalls General Colley's defeat in 1881, and the subsequent handing back of the Transvaal to the Boers. When Majuba is passed we enter the Transvaal.

9. The country for the most part consists of bare, grassy downs, such as we saw in the north part of the Cape province. Far away on the horizon are lines of blue hills, but generally the plain is only varied by little kopjes. This part of the Transvaal is first-class grazing ground, and we see from the train numerous herds of Afrikander oxen and Cape sheep.

10. The first town which we pass is Standerton, where we cross a small muddy stream. This is the infant Vaal, which you will remember crossing near Kimberley some hundreds of miles farther down. After Standerton we cross another hundred miles of gray-green veld until we see in front of us a long ridge crowned with many tall, slim chimneys. This is the famous Witwatersrand, perhaps the greatest gold-mining centre in the world.

11. At the junction of Germiston the main line goes on to Pretoria. We turn west, however, and in a few minutes

reach Johannesburg. As we emerge from Park Station we see nothing of the mining city. The streets are broad and straight, and lined with trees. Walking south we soon reach Commissioner Street and Market Square, which is the centre of the business part of the town. Here we see many handsome structures, including the new Municipal Buildings, and notice that electric tramways run through the principal streets. All around the town, especially on the north side, are beautiful suburbs, with large houses and gardens, where the rich men of the community live.

43. ON THE RAND.

1. Johannesburg is a bustling and busy place. It is wonderful to recollect that all this activity has grown up within the last thirty years. Little more than a generation ago the whole Rand was bare veld, with a few wretched farm-houses on it. When gold was first discovered the pioneers lived in tents, and as water was scarce and supplies were irregular they suffered great privations. But South Africa is a country of marvellously rapid development. Already in Johannesburg you will see houses which look like old family seats, gardens which seem to have been laid out for generations, and woods of blue gum and pine which look at least a century old. You are amazed to hear that the wood was planted ten years ago and the garden laid out the year before last.

2. The chief interest in Johannesburg, however, is not the beauty of its suburbs, but the wonderful development of mining in the immediate neighbourhood. Gold is found

on the Rand, not in tiny pockets, but in what is called by the Boers "*banket*," or almond-toffee, which the ore closely resembles in appearance. This formation is a composite rock, consisting chiefly of fragments of quartz containing gold embedded in sandstone, and is found in great veins or "reefs." These reefs do not contain much gold per ton, but their value is great because of their enormous extent.

3. It is worth while to go down some mine such as the Robinson Mine to see the process of gold-mining. There is no damp in the mine, and very little of the dirt which



THE RAND.

one associates with a coal-pit in England. Even at the depth of a thousand feet the air is dry and fairly cool. Long galleries run at different levels, and in them you see the drills at work quarrying out the *banket* ore. This is carried to the surface and crushed to powder in great mills. The dross is then separated from the precious metal by a chemical method which is called the cyanide process. By this means only about 7 per cent. of the gold is lost. In the treasury of the mine you may see the pure metal in large bricks ready for export to England.

4. The unskilled work of mining is done by native labourers, who are brought from various parts of Africa, particularly from Mozambique. The more skilled work is in the hands of white miners, who are paid wages four or five times as high as they would get in England. The mine we have visited is what is known as an outcrop mine—that is to say, it is working the gold-bearing reef comparatively near the surface; but there are also many deep-level mines, where the shaft is sunk several thousand feet.

5. Gold-mining on the Rand is quite unlike gold-mining anywhere else, because there is very little of the element of chance in it. The size and direction of the reef is fully known, and it is also known exactly how much gold can be extracted from a ton of ore. Hence, though such mines require to have a great deal of money spent on them before they reach the profit-making stage, yet a satisfactory return on the capital invested is almost certain. Gold-mining in Johannesburg, instead of being, as it is elsewhere in the world, a speculation, is a solid business founded on a scientific basis.

6. From Johannesburg to Pretoria is less than thirty miles, but to leave the busy Rand for the old Dutch capital is to pass into a different world.⁷ The tall, slim chimneys and the heaps of white “tailings” are soon left behind, and we pass through a green pastoral country till we reach the beautiful little station of Irene, from which we can see the woods of the best farm in the Transvaal. After that we descend, for Pretoria is nearly 1,500 feet lower than Johannesburg. Coming out of the narrow glen of the Aapies River, we see a hollow among green hills filled with white houses standing amidst clumps of trees.

7. The climate of Pretoria is much warmer and moister than that of the Rand, and every kind of vegetation flourishes luxuriantly. The streets are broad and lined with trees, and little runlets of water flow on either side. The centre of the town is occupied by a large square, in which used to stand the old Dutch Reformed Church. On one side are the handsome Government buildings, and down a little street on the west is the low-roofed bungalow where President Kruger lived. Streets radiate on all sides from the square, and ascend the slopes of the adjoining hills. At this time of the year Pretoria is a delightful place to live in, for we are yet some months distant from the heat and the mosquitoes of summer.

8. You will still find many traces of the old Dutch life in Pretoria. An ox-wagon, driven perhaps by a Dutchman with a wide-brimmed hat and a deep-bowled pipe, comes in from Rustenburg and "outspans" in the market square. At the annual celebration of the *Nachtmaal*, or Lord's Supper, Boers with their wives and children come from great distances, and the market-square becomes a big camp. Dutch is the language generally heard in the streets, and the signs on some of the shops are still in that language. The whole air of the place is old-world and peaceful.

9. While Johannesburg is the commercial centre, Pretoria is the legal and official capital of the country. It is also the capital of the Union of South Africa, though the federal parliament sits in Cape Town.

10. Our time in South Africa is coming to an end, but before we leave the country we must pay a flying visit to the Orange Free State. We travel south from Johannes-

burg, crossing the Vaal at Vereeniging, where the terms of peace after the late war were arranged, and reach Bloemfontein after a journey of ten hours. The country is a great expanse of rolling veld, and at this time of the winter it is getting rather gray and barren. It is a land of large and prosperous farms, and is in some ways the finest pasture land in South Africa. The capital, Bloemfontein, lies in the centre of a great flat. A day's ride to the east, however, would bring us in sight of the blue peaks of the Drakensberg and the Basutoland border.

11. The Orange Free State has a government similar to that of the Transvaal, and forms one of the provinces of the Union of South Africa. The majority of the people are of Dutch blood, and farming is by far the most important industry in the country.

12. We return to Pretoria, and travel along the east coast by the Delagoa Bay route on our way home. Shortly after leaving the capital we pass near to the Premier Diamond Mine, which is for its size perhaps the richest on the globe. Here in 1905 was found the enormous Cullinan diamond, which was presented by the Transvaal Government to his Majesty King Edward, and is now among the Crown jewels preserved in the Tower of London. The original stone weighed one and a half pounds, and was valued at £115,000. Owing to a flaw, however, it was divided into several distinct parts before being polished.

13. The whole neighbourhood through which we are now passing is full of memories of war, for near us is Diamond Hill, and a little farther on is Bronkhorst Spruit, the scene of the first affray in the war of 1880. Soon



A South African Farmhouse.
(From the painting by J. H. Bacon, R.A.)

we pass Middelburg, a thriving town in the middle of the Transvaal coal country, and at Machadodorp we begin to descend from the plateau to the lowlands.

14. Soon we are in steep, wooded glens with brawling streams instead of the still-flowing waters of the High Veld. On the right is a little branch line which goes to Barberton, famous for its fruits and flowers, and for its alluvial gold-mining. A few miles farther the hills cease, and we emerge into a great flat dotted with thorn trees and filled with waving grass. We cross the Komati River at Komati Poort, and find ourselves in Portuguese territory. An hour later we see a bay among the low green hills, and we are at the little Portuguese seaport of Lourenço Marques.

15. This town is the most important place in the Portuguese colony of Mozambique, and owes its prosperity to the fact that it is the nearest seaport to Johannesburg. You will see the quay sides littered with machinery and other mining materials for the Rand. The anchorage is good, and vessels of large draught can enter safely. We have to wait a day or two for our steamer, but we spend the time pleasantly in sailing about the harbour, and making excursions along the coast to the mouth of the river Limpopo.

44. BRITISH EAST AFRICA.

1. We now embark upon a steamship bound for Mombasa. From this place we shall go up-country by the new railway line to Lake Victoria, cross Uganda to the Nile, and descend by way of Khartum to Cairo and

Alexandria. The first part of our journey is along the coast of Mozambique, part of which we saw when sailing from Beira to Durban. Presently we pass the mouth of the Zambezi, and shortly afterwards touch at the Portuguese port of Quilimane. We are now sailing through the Mozambique Channel between Madagáscar and the mainland. A few hundred miles to the north we are abreast of German East Africa, and touch at the port of Dar-es-Salaam.

2. Our next stopping-place is Zanzibar, which stands on an island amid a great wealth of tropical vegetation. Before Britain intervened and curbed the power of its sultans, Zanzibar was one of the most notorious centres of the slave trade. A Christian cathedral now stands on the site of the old slave market. In the bazaar we can buy every kind of tropical fruit and many beautiful toys of carved ivory.

3. The following day we arrive at Mombasa, the chief port of the British East Africa Protectorate, and here we leave the vessel and prepare for our long journey overland. As we are about to make a much more serious expedition than anything we have hitherto undertaken, we must make careful preparations. Our heavy luggage is sent home by sea, and we take nothing with us except what is absolutely necessary. We are to journey in a tropical country, where, away from the railway, everything has to be carried on the heads of porters.

4. Mombasa itself is typically tropical in character. The shores are fringed with palms; there are large plantations of rice and sugar-cane; and the green hills around the harbour are covered with luxuriant thickets. In the old days explorers were compelled to toil wearily on foot the

long distance from the seacoast to the crown of the plateau. Happily this part of the journey can now be covered by rail. In the late afternoon we board the train, and start upon a most interesting railway journey.

5. The line begins by climbing up the low coast hills, and during the night passes through a wilderness of scrub and sand. When we awake in the morning we are already



KILIMA-NJARO.

several thousand feet above the sea, and find ourselves in a country not unlike South Africa. As the day goes on we mount still higher and higher. Far away to the south we notice a magnificent cone of snow rising into the heavens. This is the mountain called Kilima-njaro, the highest (19,500 ft.) of African peaks. It is just inside German territory.

6. We are now in the midst of a great game preserve, which is really a vast zoological garden. Herds of antelopes

of every kind, ostriches, zebras, and buffaloes are grazing close to the line, apparently quite undisturbed by our presence. We may have the good fortune to see a rhinoceros, or even a lion, but if not we are sure to hear a good many stories of thrilling adventures in which they figure. Hunting within this preserve is strictly prohibited, and the result is that it remains a patch of virgin Africa, with its wild denizens even freer from disturbance than they were before the white man set foot in the country.

7. By-and-by we reach Nairobi, the official capital of the colony. It is a town still in the making, and most of the buildings have corrugated iron roofs. All around is a rich country awaiting settlement, and already there are many British farmers at work. In time Nairobi will probably be a flourishing and beautiful city, with a climate second to none in the world ; for though it stands near the Equator, it is nearly 9,000 feet above the sea.

8. Away in the north-east we see another beautiful snow mountain, perhaps a hundred miles distant. This is Mount Kenia, the second highest of African peaks. All around us is the country of the Masai, a race of warriors who in the past were famous for their bloodthirsty feuds and raids.

9. Beyond Nairobi the railway reaches the edge of a great escarpment, and descends steeply several thousand feet into a valley some thirty miles broad. As we zigzag down the slopes we see the gleam of a large lake—Lake Naivasha—in the valley bottom. This lake lies in the famous Rift Valley, which runs from the Abyssinian frontier in the north right down into German territory, and almost to Lake Nyasa. There is a similar valley farther

west, which runs nearly from the Zambezi to the Nile, and contains the chain of lakes from Lake Tanganyika to Lake Albert. The valley into which we have now descended contains excellent pasture land, and here and there we see a British farmhouse.

10. On the other side we make one of the sharpest railway ascents in the world, and soon we climb to the top of a second escarpment, and are on the East African Plateau. All around us are virgin forests of cypress and juniper, and the air is as cool as that of the Scottish Highlands, for we are 9,000 feet above sea-level. In a few miles, however, the scene changes. The railway plunges down into warmer glens, and soon banana plantations and all the familiar signs of the tropics begin again. We are now on the flats, in the bottom of the great central valley, and before long we see the gleam of water in front of us. Our train runs out to the little pier of Port Florence on the Gulf of Kavirondo, an arm of the Victoria Nyanza, or Lake Victoria.

11. Here a trim little steamer is waiting, and it is curious in the heart of Africa to hear the cry "Change for the boat!" exactly as if we were crossing the Channel from Dover to Calais. Nothing more forcibly indicates the progress which has been made in these regions than this cry. Twenty years ago Port Florence was only visited by slave-traders and occasional explorers.

12. Steam is up, and we slowly glide down the Kavirondo Gulf, past reedy shores, where clouds of scarlet flamingoes hover. We are only crossing to the north-west corner of the great Lake Victoria, but presently we find ourselves out of sight of land. The air of the lake is dank

and not very wholesome, for we are close to the Equator and not quite 4,000 feet above the sea. Some idea of its size may be gathered from the fact that its area is about six-sevenths that of Scotland.

13. After picking our way among many small islands we reach Entebbe. This is the chief town of the province of Uganda, and the seat of the British Government; the native capital, Mengo, is some distance to the north. It contains a large Protestant cathedral, unhappily burnt down



ENTEBBE.

in the autumn of 1910, and a High School for the sons of native chiefs.

14. Entebbe is built on many little islands, and the sight of the white European houses and the beehive native huts peeping out of groves of banana and palm is very pretty and strange. The population of the province is made up of many native tribes, chief of which is the Baganda, or people of Uganda, who represent the ruling class. In the old days the country was the scene of bloodthirsty wars.

15. The explorer H. M. Stanley visited the country in

1875, and on his return called upon the Christian Churches to send missionaries to the people. They did so, and made many converts. In the case of Uganda the flag has followed the missionary. In 1890 the country was taken over by the British East Africa Company, and in 1894 it was declared a British Protectorate.

16. It is believed that the province is one of the richest in Africa, and that when highways and traffic routes are opened up it will prove a great centre of trade. In 1912 an Imperial loan was granted to British East Africa for the encouragement of cotton-growing. America and Egypt cannot now produce sufficient cotton for the busy looms of Lancashire, and it is hoped that ere long East Africa will become an important source of supply. Unhappily, it is ravaged by a mysterious disease known as the "sleeping sickness."

45. DOWN THE NILE.

1. The most wonderful of Uganda's sights is, unfortunately, too remote for us to visit on this expedition. Long ago, in the days of the Greeks, the Arabs who traded on the east coast of Africa brought back reports of great lakes and snow mountains in the centre of the continent. In these they said that the Nile had its source. The Greek geographer Ptolemy believed the report, and mentioned it in his work, calling the snow mountains the "Mountains of the Moon." No modern explorer, however, saw these mountains until the year 1888.

2. Stanley was then engaged on one of his expeditions,

and was encamped upon the south-west shore of the Albert Nyanza. Suddenly he saw a cloud which seemed to be shaped like a snow mountain. His eye followed the cloud earthwards, and to his amazement he saw that it ended in trees and rocks. He had discovered the famous range of Ruwenzori—Ptolemy's "Mountains of the Moon." The reason why earlier travellers had missed the sight was that the mists from the surrounding valleys so cloak the mountains that they are only visible on a few days in the year.

3. Since Stanley's day many travellers have attempted to explore the range and to ascend the peaks, and in 1906 an Italian traveller, the Duke of the Abruzzi, succeeded in climbing every summit and in mapping out the whole range. The loftiest peaks are about a thousand feet higher than Mont Blanc, and they are covered with glaciers and perpetual snow, exactly like the Alps, although they are only one degree distant from the Equator.

4. The wonder of the Ruwenzori range, however, is not its snow peaks—for many mountain ranges have snow peaks—but the tropical glens which lead up to them. On the higher ridges of the Mobuku valley you will find the same kind of wild flowers which grow on the Alps, only in a giant form. For example, the traveller must cut his way through thickets of heather as high as trees, groundsels thirty feet high, giant lobelias, and meadows of huge everlasting flowers.

5. We do not linger long at Entebbe, as we have still the most arduous part of our journey before us. We pack up our stores and tents into bundles, and hire a staff of porters to take our belongings on their heads across country

to the main stream of the Nile below Lake Albert. The Upper Nile has two chief feeders—the Victoria Nile, which flows from Lake Victoria, passing the Ripon and Murchison Falls, and the Albert Nile, which flows from Ruwenzori through the Albert Nyanza. The two feeders join at the northern end of the latter lake.



RIPON FALLS.

6. The journey across Uganda proper and its northern province of Unyoro is full of interest, though not without heat and discomfort. The country is in the main hilly and grassy, but we pass through many thick forests.

7. When we reach the Nile, we find it a slow, muddy stream flowing between reedy banks. Canoes have been

provided for us, and with a native crew we begin our voyage to Gondokoro. This is the least pleasant part of our journey. All the beauty has gone out of the landscape, and there is nothing around us but an endless flat, with a few river birds crying over it.

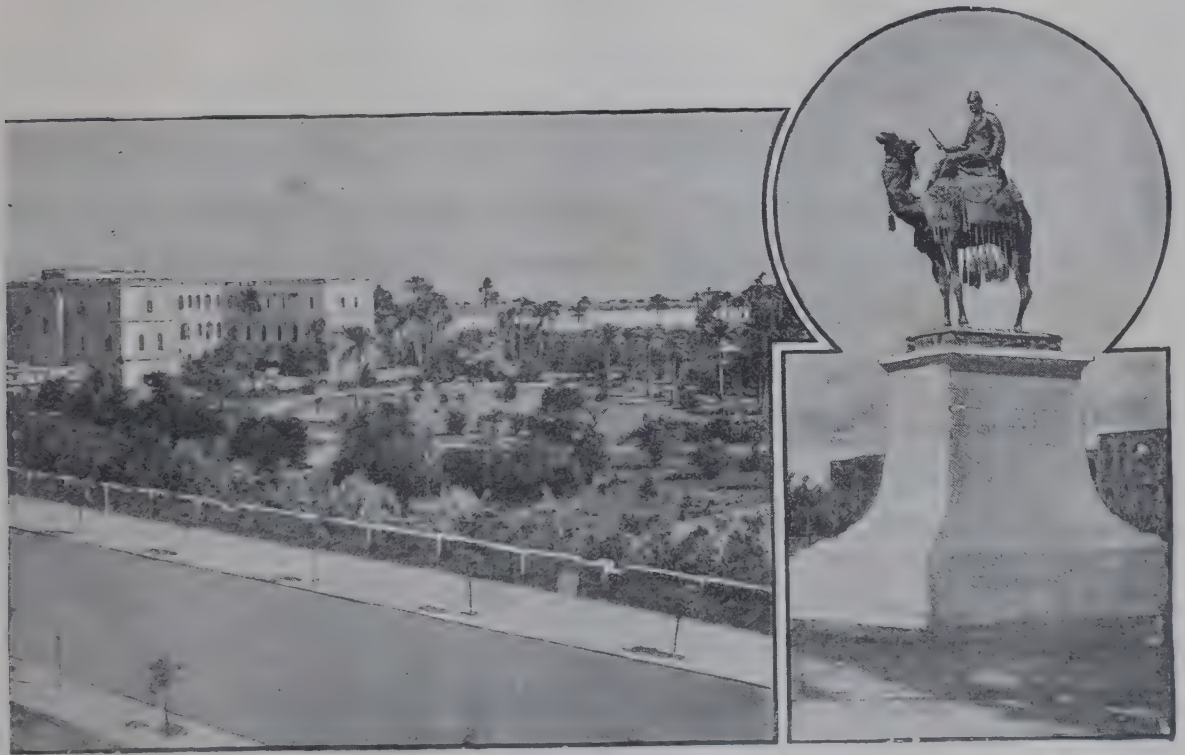
8. As none of the villages are near the river, we see practically no signs of human life. Our only amusement is watching the herds of hippopotamus sporting in the shallows, and very amusing it is to see these great creatures tumbling about in play. Sometimes they are dangerous, for an old male hippopotamus occasionally seems to think that a boat is a rival of a new breed, and endeavours to destroy it by rolling it over.

9. At last, after several weary days, feeling very dirty and travel-worn, we reach Gondokoro. This is the last port of call for the steamer service from Khartum, and to our delight we find that we are in time to catch a steamer just going down stream. We pay off our boatmen, and eagerly set to work to read the long-delayed letters and newspapers which have been forwarded to us here. Then we embark on the neat little steamboat.

10. From Gondokoro to Khartum is not a beautiful journey, but it is pleasanter to view it from a steamer-deck than from a native boat. We pass through a narrow channel which is cut and kept open in the vast morass into which the Nile here expands. This is called the Sudd District, from the native name for the mass of water plants which choke the river.

11. From 1863 to quite recent times the sudd made the river quite impassable. In some places it was so thick that

an elephant could walk upon it. Thanks to the skill and energy of British sailors, the sudd was cut into blocks by means of wire hawsers, and each block was hauled away and sent down the stream. A scheme has been proposed by the Egyptian engineers to cut a new channel for the Nile to the east, away from the sudd area. This would not only very much increase the flow of the Nile, and so



IN KHARTUM.

1. The Palace and Gardens. 2. The Gordon Statue.

benefit Egyptian agriculture, but would lead to the reclamation of the whole sudd area.

12. About half-way to Khartoum the Bahr-el-Ghazal, which flows from the edge of the Sahara, enters upon the left, and the Sobat from the Abyssinian frontier on the right. After that the country becomes dry and sandy, and the Sudanese desert begins. By-and-by, over a line of tall

palm trees, we see the square white roof of the Sirdar's Palace, and find that we have reached Khartum, the centre of British government in the Sudan.

13. We feel that we are now practically at the end of our journey. Henceforth the train and the steamer are at our command to take us home, and we are only eight days from London. We may spend an interesting time in Khartum, visiting the battlefield of Omdurman, seeing the place where Gordon died, and visiting the Gordon College, in which the sons of native chiefs are being educated.

14. Then we journey by rail very comfortably down the Nile, passing many places famous in modern British history, and remembering how, before the days of the railway, this journey baffled more than one British army. By-and-by we leave the mustard-coloured deserts of the Sudan for the rocky red hills of Egypt proper. Irrigated lands of a curious intense green appear in the neighbourhood of the river. Then comes the sight of a ruined temple or a glimpse of a broken colossus, and we know we are coming into the home of an old civilization.

15. Herodotus, the Greek historian, said more than two thousand years ago that Egypt is the gift of the Nile. Without the Nile there would be no habitable Egypt; were its waters to fail, the sands of the Libyan desert would overwhelm the strip of fertile country along the river banks, and the sands would stretch across North Africa from sea to sea.

16. The story of the Nile is the story of Egypt, and Egypt was the cradle of the civilized world. Its history carries us back to a period long before Athens and Rome

were founded. The eastern hills which fringe the Nile are honeycombed with the grotto-tombs of Egyptians who lived from two to four thousand years before the birth of our Lord. The land teems with memorials of the past—temples, pyramids, monuments, sculptures, and great engineering works.

46. EGYPT.

1. We must not stay long in Egypt, for, like India, it is not, and never can be, a "Britain overseas." It is not, in fact, a British possession at all; it forms part of the Turkish Empire, though the real control of the country rests with the British Government. We must, however, pay a brief visit to Cairo, the largest city of Africa, and the most perfect example in the world of a Mohammedan capital.

2. The modern city, with its hotels, its broad streets, its newly-built houses, and its railway station, is not attractive, but the winding alleys of the old town are full of interest and charm. Here are Arabs in their flowing burnouses, Turks with gold-embroidered vests and baggy trousers, coal-black negroes from the Sudan, half-naked donkey-boys, veiled women, Egyptians of the higher class wearing a frock-coat and fez, and occasionally a British soldier as the representative of the ruling power. There is a wonderful variety of costume and colour in the Cairo streets.

3. Cairo attracts visitors not only by its dry and sunny winter climate and the picturesque life of its native streets,

but also by its wonderful examples of ancient architecture. Most of these are stately mosques with domes and minarets, from which the Moslem priests call the faithful to prayer. In Cairo there are as many mosques as there are days in the year. Attached to the great El Azar Mosque is a university.

4. At the south-west corner of the city is the famous citadel built by Saladin in 1166. It contains a palace of the Khedive, and three mosques, one of which is known as the "Alabaster Mosque," from the material of its many columns. Other interesting buildings are the palace and well of Joseph, and the seven towers which are even now known as the "granary of Joseph." In the museum, amongst a wealth of relics, we may see the mummies of Egyptians who

"Walked about (how strange a story !)
In Thebes's street three thousand years ago."

5. Every visitor to Cairo is eager to see the Pyramids, which were erected in ancient days over the burial-places of kings and nobles. They served not only as monuments, but as a protection for the tombs against the invasion of the desert sands. Nearly all the Pyramids stand together, some seven or eight miles north-west of Cairo, on the left bank of the Nile. Of the nine Pyramids at this place, the largest and most celebrated is that of Cheops ; it is truly one of the wonders of the world.

6. The Pyramid of Cheops was erected more than five thousand years ago. It covers thirteen acres ; it is higher than the highest spire in Europe ; and the stone of which it is built must weigh at least seven million tons. Herodotus

tells us that it took thirty years to build, and that one hundred thousand men were employed in the work. Near the Great Pyramid is the mysterious figure of the Sphinx, a huge, man-headed lion, hewn out of the living rock. No one knows exactly what the figure represents; but there it stands, perhaps the oldest monument in the world.



SPHINX AND PYRAMID.

7. During our journey down the Nile we see many of the villages in which the Egyptian fellaheen or peasants live. Most of the villages are near the river. Sometimes they are built on high mounds; sometimes they stand on flat land, protected from the Nile floods by thick walls and a wide moat, which is a pool of water in October, an evil-smelling marsh in December, and dry in spring. Here the

naked little children and the dogs of the village bask together in the sun. In the midst of such a village there is usually an open space, with the house of the sheikh, or chief, on one side of it. Some villages possess a beautiful green, surrounded by rows of waving palms.

8. A prominent feature of every village is the well, with its crazy wheel made of sticks and cords. Here the elders of the village sit and smoke, and the women gossip as they fill their great pitchers with water. The houses of the village are one-storied, and are built of sun-dried bricks made of Nile mud, with only a few small holes to let in the light.

9. The richest part of Egypt is found in the plain above Assiut, where the country is low and the river banks are high. Here the fields are all divided by narrow drains into squares like those of a chessboard, and at every few hundred feet along the bank of the river rises the tall pole of the *shaduf*, or watering-machine. The fellah keeps the canals filled in the dry season of the year, laboriously ladling up the water to the higher levels ; he regulates the spread of the flood-water by dams and sluices ; he sows the seeds, frightens off the birds, reaps the corn, and garners the grain in the village barns. Egypt grows immense quantities of cotton, rice, and wheat.

10. It has been said that Egypt requires two things for her prosperity—water and justice. Upon the annual flooding of the Nile the life of the land depends. A “high Nile” means prosperity ; a “low Nile,” hardship and misery. Not without good cause did the Arabs call the “low cubits” marked on the nilometer, which indicates the depth of the

Nile, "the angels of death." Habitable Egypt is just so much of the North African desert as can be flooded or irrigated by the waters of the Nile.

11. To extend and perfect the irrigation of Egypt is to make the land populous and prosperous. This is the first duty of Britain in Egypt. The second duty is to give the



FELLAHEEN AT WORK.

land justice. For ages the fellaheen groaned under bitter injustice and heavy taxation ; they were flogged by the agents of the Government, and forced to give their labour on public works free. Everywhere corruption and dishonesty flourished. When the British began the redemption of Egypt, the only notion of law in the minds of the natives was the unchecked will of the "strong man armed."

12. How has Britain borne the "white man's burden" in these two essential matters? Let us first take the case of the water. She has strengthened and altered the great dam or barrage which was built across the Nile at the point where it divides into the Rosetta and Damietta branches, for the purpose of storing up water to irrigate the delta



BUILDING A DAM ACROSS THE NILE.

regularly throughout the year. The whole canal system of the country has been overhauled and greatly improved. At Assiut, and higher up the river at Aswan, huge bars of solid masonry have been thrown across the Nile, and stretches of the river have been turned into vast lakes. These dams store up sufficient water to fill the "summer canals" of

Upper and Middle Egypt. Never before has the cultivated area of the Nile valley had a supply of water for summer irrigation.

13. In the matter of justice Egypt has also greatly benefited from British control. The laws have been reformed and the courts have been reconstructed, and justice is now open to all. The taxes are heavy, but they are fairly levied. All that is now wanted is the development of the spirit of justice in the people themselves. The finances of the country have been put upon a sound footing, and Egypt can now easily pay its way. Nor has education been neglected. Colleges and schools have been established or improved, and technical institutions have been opened. Britain has laboured hard and well for the redemption of Egypt. She has striven with all her might, here as elsewhere, to do her duty to the races entrusted to her care.

14. We must now leave Egypt. We take the railway to Alexandria, and soon find ourselves crossing the wide, level plain of the Nile delta, which is intersected everywhere by canals and branches of the river. On all sides are the blossoms of the cotton plant, rich crops of wheat, and long green fields of rice fringed by feathery reeds. After a journey of about a hundred miles we reach Alexandria, a city of great historic renown, but shorn of its former glories. It is now only a second-rate port. From Alexandria we proceed to Port Said, and boarding a homeward-bound steamer, reach in due course the shores of Old England once more.

47. BRITISH WEST AFRICA.

1. In order to round off this brief account of our African Empire, we must glance for a few moments at the vast regions which belong to Britain in West Africa. We shall not pause to describe the little strip of British territory on the river Gambia, nor need we do more than mention the colony of Sierra Leone, which was founded towards the close of the eighteenth century as an asylum for freed slaves. The climate of the colony is so unhealthy that Freetown, the capital, has been called "the white man's grave." This title, however, would be appropriate to the coast lands of all our West African possessions.

2. Entering the Gulf of Guinea and sailing eastward we reach the Gold Coast, which in bygone days was one of the chief gold-producing districts of the world. Formerly it was part of the region known as the Guinea Coast, and hence the coin which has since been replaced by the sovereign was called a "guinea." Our possessions on the Gold Coast stretch back into Ashanti, which was conquered and added to the Empire in 1896. The whole country is low-lying, and its chief river, the Volta, is only navigable for sixty miles. Ashanti was formerly the scene of terrible human sacrifices, which made the capital, Kumasi, reek with blood. Since 1896 Ashanti has been part of the Gold Coast Colony.

3. Of course, in a barbarous country like Ashanti there are no manufactures and but little agriculture. Nevertheless there is a large trade in palm-oil, india-rubber, cocoa, and other wild products of the country. The capital of the Gold Coast is Accra.

4. Now we come to the greatest of all our West African possessions—Nigeria, which stretches from the Great Sahara and Lake Chad to the Gulf of Guinea, and is as extensive as the British Islands, France, and Belgium all rolled into one. This vast land is divided for the purpose of government into two parts—Northern Nigeria and Southern Nigeria. The capital of Southern Nigeria is Lagos, sometimes called the “Liverpool of West Africa.” It stands on a small island in a lagoon, and is the largest



IN LAGOS.

town and has one of the best harbours on the west coast of Africa.

5. The streets of Lagos are straight; there are open squares, and large general stores where you may buy anything from a bicycle to a razor. There are Government buildings, schools, a post office, a railway station, a telegraph office, and newspapers; yet forty years ago it was the resort of slave-traders. Walking in the streets of Lagos you see natives of every degree of civilization—from the barrister,



NEGRO TYPES.

1. Mandingo (occupying the greater part of Senegambia and the countries east of the Upper Niger). 2. Hausa (British soldier. The Hausas occupy the territory between Bornu and the Middle Niger). 3. Yoruba (occupying the country west of the Lower Niger). 4. Niam Niam (Central African tribe). 5. Madi (living on both banks of the Nile near its outlet from the Albert Nyanza). 6. Kru (coast of Upper Guinea). 7. Cross River (Niger Delta). 8. Congo native.

doctor, civil servant, or teacher in a frock-coat and a top hat to the "bush" native with a wisp of cloth about his loins and a load of seventy or eighty pounds on his head.

6. Lagos is the great trade centre of Nigeria. Palm-oil, palm-kernels, and rubber are brought to it in immense quantities. These products have been carried on the heads of natives through virgin forests, or have been floated down a network of creeks and lagoons to the railway.

7. Nigeria, of course, gets its name from the river Niger, which was the first African river to receive the attention of a British explorer. As far back as 1795 a young Scottish doctor named Mungo Park began to follow the river and map out its course. He gave his life to the Niger, for in 1806 he was attacked by natives and drowned while trying to pass the rapids at Bussa.

8. The Niger is about twelve times as large as the Thames. It is a mountain river in its upper course, but when it reaches the flats it spreads out into a vast delta—a huge, steamy, foul-smelling area of mangrove swamp, creek, river, and forest. So interlaced are the branches of the river that it is possible for a native canoe to travel across country for a hundred and twenty miles without putting to sea at all. Near the coast solid ground is almost unknown.

9. Nevertheless traders manage to exist, and the various river mouths are dotted with "factories"—that is, trading stations—consisting of a comfortable, solidly-built dwelling-house, together with storerooms and warehouses. Here the white agents and their clerks live out their sickly lives, bartering with the natives for the palm-oil, palm-kernels, rubber, kola-nuts, and so forth, which they bring from the

interior. So largely is palm-oil exported from this part of the country that the delta streams are known as the "Oil Rivers." The country is now crossed by a railway which extends from Lagos to Jebba on the Niger in Upper Nigeria, a distance of over three hundred miles.

10. Southern Nigeria is an unhealthy country, and is inhabited by barbarous tribes sunk in ignorance and superstition, and we have frequently had to put down human sacrifices among them. Northern Nigeria, on the other hand, is an undulating, dry, and healthy region, inhabited chiefly by Mohammedans. It is divided into thirteen provinces, each ruled by a British official.

11. The most populous and extensive of these provinces are the old kingdoms of Sokoto and Bornu. About the beginning of the nineteenth century the Fulani, a native race with much Arab blood in their veins, swept over the country and conquered the Hausas and other tribes. Before long the conquered peoples embraced the faith of their masters and became Mohammedans. The tyranny of the Fulani brought us into the country, and in two campaigns we forced the chiefs to acknowledge British authority.

12. The most intelligent and enterprising of the peoples of Nigeria are the Hausas, who are the artisans and merchants of West Africa. Hausa traders, with their cottons, cloths, pots, pans, beads, knives, and brass rods, etc., are to be found hundreds of miles up the creeks bartering their wares for native products, which they bring down to the "factories." They are skilful, too, as blacksmiths, brass-workers, tanners, dyers, and glass-makers, and the cotton

cloths which they weave at Kano are to be found in all parts of Central Africa. The Hausa also makes an excellent policeman and soldier. He is said to be "as incorruptible as an English judge."

13. Most of the towns are surrounded by mud walls, sometimes as much as thirty feet high. There is usually an open market-place, surrounded by trees, and the dwellings are beehive huts set in compounds. Kano, which the Hausas call the centre of the world, has a wall said to be twelve miles long. It is the Manchester of Africa, and the headquarters of the Hausa industries.

14. Nigeria has been called the "world's great forcing house." Every tropical product grows luxuriantly, and there is little doubt that before very long Nigeria will supply a large part of the cotton used by the busy looms of Lancashire. Since rubber tyres have come into general use for bicycles and motors, the rubber industry of Northern Nigeria has flourished greatly. Formerly the method of collecting rubber was careless and even destructive. Now, however, nurseries have been established for supplying young trees, and the industry has been placed on a proper footing. Nigeria also has vast stores of mahogany, ebony, and other hard woods, and grows immense quantities of cocoa, coffee, hemp, and maize.

15. The railway already mentioned between Lagos in Lower Nigeria and Jebba has been continued northwards through Zungeru to the great trading centre of Kano. In addition, a branch line runs from Zungeru to Baro, the head of permanent navigation on the Niger. A large river trade is carried on by numerous steamers and barges, and

the country is being rapidly developed in every direction. The two colonies have already some six thousand miles of telegraph in operation.

16. With the exception of certain isles of the ocean, we have now made a survey of that mighty Empire which is our heritage, and should be our pride. We have crossed many seas and visited many lands, lingering especially in those countries where the brave young nations of Greater Britain are rapidly advancing towards greatness. And now as we look back on our wanderings we see only too plainly that, while we have good cause to rejoice in our vast Empire, it undoubtedly brings vast responsibilities in its train. If the Empire is to be held together, if it is to be what it was meant to be—the instrument of the Almighty for the uplifting and the ennoblement of the world—the youth of Britain must cultivate in themselves wisdom and loyalty and character, for the time will soon arrive when they will be the arbiters of its destinies. May they be worthy of it; may they continue to hold what their sires have won, not by the mere power of the sword, but by virtue of that righteousness, justice, and truth which alone exalt a nation.

Poetry for Recitation.

I. HOME THOUGHTS FROM THE SEA.

Nobly, nobly Cape Saint Vincent¹ to the north-west
died away ;
Sunset ran, one glorious blood-red, reeking into Cadiz
Bay ;²
Bluish 'mid the burning water, full in face Trafalgar³
lay ;
In the dimmest north-east distance dawned Gibraltar,⁴
grand and gray ;
Here and here did England help me : how can I help
England ?—say,
Whoso turns as I, this evening, turn to God to praise and
pray,
While Jove's planet rises yonder, silent over Africa.

ROBERT BROWNING.

¹ Celebrated for three naval victories won here by the British. The greatest victory was that of 1797, when Jervis and Nelson defeated the Spaniards.

² Ever memorable for Drake's daring exploit (1587), in which he "sing'd the King of Spain's beard," and delayed the sailing of the Armada for one year.

³ Off Cape Trafalgar was fought the great battle (1805) in which Nelson destroyed the fleets of France and Spain, and met his death.

⁴ Captured by Sir George Rooke in 1704, it sustained four unsuccessful sieges—(1) some three months after its capture, (2) in 1720, (3) in 1727, (4) from 1779 to 1783.

2. THE SONG OF THE CITIES.

BOMBAY.

Royal and dower-royal,¹ I, the Queen,
 Fronting thy richest sea with richer hands—
 A thousand mills² roar through me where I glean
 All races from all lands.

CALCUTTA.

Me the sea-captain³ loved, the river built,⁴
 Wealth sought and Kings adventured life to hold.
 Hail, England! I am Asia—Power on silt,
 Death in my hands,⁵ but gold!

MADRAS.

Clive kissed me on the mouth and eyes and brow,⁶
 Wonderful kisses, so that I became
 Crowned above Queens—a withered beldame⁷ now,
 Brooding on ancient fame.⁸

¹ Bombay was the dowry of the Portuguese princess, Catherine of Braganza, who married Charles the Second (1661).

² See page 141.

³ Probably Job Charnock, founder of Calcutta, is here referred to.

⁴ The site of Calcutta has been formed by silt deposited by the Hugli.

⁵ Formerly Calcutta was unhealthy for Europeans, and it still takes a heavy toll of life from those who have to remain in it all the year round.

⁶ Clive was the real founder of Madras.

⁷ Old woman.

⁸ Though formerly the most important part of our Indian possessions, Madras has now been left behind in the race by North India.

RANGOON.

Hail, mother !¹ Do they call me rich in trade ?
 Little care I, but hear the shorn priest² drone,
 And watch my silk-clad lovers, man by maid,
 Laugh 'neath my Shwe-Dagon.³

SINGAPORE.

Hail, mother ! East and West must seek my aid
 Ere the spent gear may dare the ports afar.⁴
 The second doorway of the wide world's trade⁵
 Is mine to loose or bar.

HONG KONG.

Hail, mother ! Hold me fast ; my Praya⁶ sleeps
 Under innumerable keels⁷ to-day.
 Yet guard (and landward⁸) or to-morrow sweeps
 Thy warships down the bay !

HALIFAX.

Into the mist my guardian prow⁹ put forth,
 Behind the mist my virgin ramparts¹⁰ lie,
 The Warden of the Honour of the North,
 Sleepless and veiled am I !

¹ The motherland—Great Britain.

² See page 175.

³ See page 174.

⁴ Singapore is the great coaling and provisioning station for ships bound to the Far East.

⁵ The first doorway is Colombo.

⁶ The harbour, 10 square miles in extent.

⁷ Ships.

⁸ See the reference to Kowloon, page 185.

⁹ Warships.

¹⁰ Halifax has never been captured.

QUEBEC AND MONTREAL.

Peace is our portion. Yet a whisper rose,
 Foolish and causeless, half in jest, half hate.¹
 Now wake we and remember mighty blows,
 And, fearing no man, wait.

VICTORIA.²

From East to West the circling word has passed,
 Till West is East beside our land-locked blue ;³
 From East to West the tested chain⁴ holds fast,
 The well-forged link rings true !

CAPE TOWN.

Hail ! Snatched and bartered oft from hand to hand,⁵
 I dream my dream, by rock and heath and pine,
 Of Empire to the northward. Ay, one land
 From Lion's Head⁶ to Line !⁷

MELBOURNE.

Greeting ! Nor fear nor favour won us place,
 Got between greed of gold and dread of drouth.⁸
 Loud-voiced and reckless as the wild tide-race
 That whips our harbour-mouth !

¹ The reference is to the rebellion of Lower Canada in 1837-8.

² The capital of British Columbia, on the south-east extremity of Vancouver Island.

³ Harbour.

⁴ Of loyalty to the Empire.

⁵ Cape Town was founded by the Dutch in 1652, and was captured by the British in 1795, but was given back to the Dutch. In 1806 it was again occupied, and in 1814 was formally given up to Britain in return for six millions sterling.

⁶ One of the peaks of Table Mountain.

⁷ Equator.

⁸ Thirst ; want of water.

SYDNEY.

Greeting! My birth-stain¹ have I turned to good;
 Forcing strong wills perverse to steadfastness;
 The first flush of the tropics² in my blood,
 And at my feet Success!

BRISBANE.

The northern stirp³ beneath the southern skies,
 I build a nation for an Empire's need;
 Suffer a little,⁴ and my land shall rise
 Queen over lands⁵ indeed!

AUCKLAND.

Last, loneliest, loveliest, exquisite, apart—
 On us, on us the unswerving season⁶ smiles,
 Who wonder 'mid our fern why men depart
 To seek the Happy Isles!⁷

RUDYARD KIPLING.

*From the "Song of the Seven Seas," by kind permission
 of the author.*

3. BERMUDAS.

*Where the remote Bermudas⁸ ride
 In the ocean's bosom unespied,
 From a small boat that rowed along
 The listening winds received this song:*

¹ The reference is to the foundation of Sydney as a settlement of convicts.

² The latitude of Sydney is a little more than 33° south latitude. The Tropic of Capricorn is 23½° south latitude.

³ Race or lineage.

⁴ Wait a little while.

⁵ Brisbane is the capital of Queensland.

⁶ The climate of Auckland is that of a perpetual spring.

⁷ Fabled islands, the abode of happiness, sought by the ancients.

⁸ British islands in the West Atlantic—a low and lonely archipelago, area about 20 square miles. They were colonized from Virginia in 1611.

“ What should we do but sing His praise
That led us through the watery maze
Unto an isle so long unknown,
And yet far kinder than our own ?
Where He the huge sea-monsters wracks,¹
That lift the deep upon their backs,
He lands us on a grassy stage,
Safe from storms’ and prelates’ rage ;²
He gave us this eternal spring
Which here enamels everything,
And sends the fowls to us in care
On daily visits through the air.
He hangs in shades the orange bright
Like golden lamps in a green night,
And does in the pomegranates³ close
Jewels more rich than Ormus⁴ shows :
He makes the figs our mouths to meet,
And throws the melons at our feet ;
But apples, plants of such a price,
No tree could ever bear them twice.
With cedars chosen by His hand
From Lebanon⁵ He stores the land ;

¹ Casts ashore.

² The reference is to the persecution of the bishops which drove the Puritans into exile.

³ Fruit much cultivated in tropical countries ; about as large as an ordinary orange, and having a leathery rind filled with seeds.

⁴ Small town on an island in the Strait of Hormuz or Ormus, at the entrance to the Persian Gulf. Formerly it was the headquarters of Persian trade with India.

⁵ Mountain range of Syria famous for its cedars.

And makes the hollow seas that roar
 Proclaim the ambergris¹ on shore.
 He cast (of which we rather boast)
 The Gospel's pearl upon our coast ;
 And in these rocks for us did frame
 A temple where to sound His name.
 O let our voice His praise exalt
 Until it arrive at Heaven's vault,
 Which then (perhaps) rebounding may
 Echo beyond the Mexique² bay ! ”

*Thus sung they in the English boat
 A holy and a cheerful note :
 And all the way to guide their chime,
 With falling oars they kept the time.*

ANDREW MARVELL.

4. DOMINION DAY.³

“ FIDELIS.”⁴

With *feu-de-joie*⁵ and merry bells, and cannon's thundering
 peal,
 And pennons fluttering in the breeze, and serried⁶ rows of
 steel,

¹ Fatty substance of an ash-gray colour with specks of yellow or red, found floating in the sea and cast upon the shore. It is probably produced by the spermaceti whale, and is highly valued because of its agreeable smell. It is much used in making perfumes.

² Gulf of Mexico.

³ Dominion Day is the first of July. On this day in the year 1867 the provinces of British North America, with the exception of Newfoundland, were united in the Dominion of Canada.

⁴ The Latin word for faithful.

⁵ Discharge of firearms by soldiers, one after the other, to express joy on some important occasion.

⁶ Crowded ; pressed together.

We greet, again, the birthday morn of our young giant's land,
From the Atlantic stretching wide to far Pacific strand ;
With flashing rivers, ocean lakes, and prairies wide and free,
And waterfalls, and forests dim, and mountains by the sea ;
A country on whose birth hour smiled the genius of
romance,

Above whose cradle brave hands waved the lily-cross of
France ;¹

Whose infancy was grimly nursed in peril, pain, and woe ;
Whose gallant hearts found early graves beneath Canadian
snow,

Where savage raid and ambuscade² and famine's sore
distress,

Combined their strength, in vain, to crush the dauntless
French *noblesse* ;³

When her dim trackless forest lured, again, and yet again,
From silken courts of sunny France, her flower, the brave
Champlain.⁴

And now, her proud traditions boast four blazoned rolls of
fame⁵—

Crécy's⁶ and Flodden's⁷ deadly foes our ancestors we claim ;

¹ Lower Canada was first settled by France. The badge of France is the *fleur-de-lis*, the lily. Priests were sent out to convert the heathen, hence the mention of the cross.

² The Indians often hid themselves in the woods and fell upon unsuspecting travellers.

³ Large numbers of the French nobility helped to found New France.

⁴ Champlain was "the father of New France." He was a brave and noble man, who ruled the colony, in spite of all difficulties, wisely and well.

⁵ Displayed as on a coat of arms.

⁶ At Crécy Edward the Third won a great victory over the French (1346).

⁷ At Flodden the English defeated the Scots (1513).

Past feud and battle buried far behind the peaceful years,
While Gaul and Celt and Briton turn to pruning-hooks
their spears ;

Four nations welded into one—with long historic past—
Have found, in these our western wilds, one common life
at last ;

Through the young giant's mighty limbs that stretch from
sea to sea,

There runs a throb of conscious life—of waking energy.
From Nova Scotia's misty coast to far Columbia's shore,
She wakes—a band of scattered homes and colonies no
more,

But a young nation, with her life full beating in her breast,
A noble future in her eyes—the Britain of the West.

Hers be the noble task to fill the yet untrodden plains
With fruitful, many-sided life that courses through her veins;
The English honour, nerve, and pluck—the Scotsman's
love of right—

The grace and courtesy of France—the Irish fancy
bright—

The Saxon's faithful love of home, and home's affections
blest ;

And, chief of all, our holy faith—of all our treasures best.
A people poor in pomp and state, but rich in noble deeds,
Holding that righteousness exalts the people that it leads ;
As yet the waxen mould is soft,¹ the opening page is fair ;
It rests with those who rule us now, to leave their impress
there,—

¹ Canada has still to take shape and impress herself with special national virtues.

The stamp of true nobility, high honour, stainless truth ;
The earnest quest of noble ends ; the generous heart of
youth ;
The love of country soaring far above dull party strife ;
The love of learning, art, and song—the crowning grace of
life ;
The love of science, soaring far through Nature's hidden
ways ;
The love and fear of Nature's God—a nation's highest
praise.
So, in the long hereafter, this Canada shall be
The worthy heir of British power and British liberty ;
Spreading the blessings of her sway to her remotest
bounds,
While, with the fame of her fair name, a continent
resounds.
True to her high traditions, to Britain's ancient glory
Of patient saint and martyr, alive in deathless story ;
Strong, in their liberty and truth, to shed from shore to
shore
A light among the nations, till nations are no more.

ANONYMOUS.

5. THE LUMBERMEN.

Wildly round our woodland quarters
Sad-voiced Autumn grieves ;
Thickly down these swelling waters
Float his fallen leaves.

Through the tall and naked timber,
Column-like and old,
Gleam the sunsets of November
From their skies of gold.

O'er us to the southland heading,
Screams the gray wild-goose ;
On the night-frost sounds the treading
Of the brindled¹ moose.²
Noiseless creeping, while we're sleeping,
Frost his task-work plies ;
Soon, his icy bridges heaping,
Shall our log-piles rise.

When, with sounds of smothered thunder,
On some night of rain,
Lake and river break asunder
Winter's weakened chain,³
Down the wild March flood shall bear them
To the saw-mill's wheel,
Or where steam, the slave, shall tear them
With his teeth of steel.

Be it starlight, be it moonlight,
In these vales below,
When the earliest beams of sunlight
Streak the mountain's snow,

¹ Marked with spots or streaks.

² The largest deer of America.

³ In winter lake and river are ice-bound, and in spring the ice breaks up with loud noises resembling thunder.

Crisps the hoar-frost, keen and early,
 To our hurrying feet,
 And the forest echoes clearly
 All our blows repeat.

Here are mossy carpets better
 Than the Persian weaves,
 And than Eastern perfumes sweeter
 Seem the fading leaves ;
 And a music wild and solemn,
 From the pine-tree's height,
 Rolls its vast and sea-like volume
 On the wind of night ;

Make we here our camp of winter,¹
 And, through sleet and snow,
 Pitchy knot and beechen splinter
 On our hearth shall glow.
 Here, with mirth to lighten duty,
 We shall lack alone
 Woman's smile and girlhood's beauty,
 Childhood's lisping tone.

* * * * *

Loud behind us grow the murmurs
 Of the age to come ;
 Clang of smiths, and tread of farmers,
 Bearing harvest home !²

¹ See page 43.

² The poet is thinking of the time when the forests have been cleared, and the wilderness has been turned into fruitful farms, and dotted with thriving villages.

Here her virgin lap with treasures
Shall the green earth fill ;
Waving wheat and golden maize-ears
Crown each beechen hill.

J. G. WHITTIER.

6. INDIA.

Where sacred Ganges pours along the plain,
And Indus rolls to swell the eastern main,¹
What awful scenes the curious mind delight,
What wonders burst upon the dazzled sight !
There giant palms lift high their tufted heads,
The plantain² wide his graceful foliage spreads,
Wild in the woods the active monkey springs,
The chattering parrot claps his painted wings ;
'Mid tall bamboos lies hid the deadly snake,
The tiger couches in the tangled brake ;³
The spotted axis⁴ bounds in fear away,
The leopard darts on his defenceless prey.
'Mid reedy pools and ancient forests rude,⁵
Cool peaceful haunts of awful solitude !
The huge rhinoceros rends the crashing boughs,
And stately elephants untroubled browse.

¹ The Indus flows into the Arabian Sea, an arm of the Indian Ocean.

² An important food-plant with broad leaves.

³ Thicket.

⁴ The hog deer of India. Its body is usually spotted with white, hence it is sometimes called the spotted deer.

⁵ Wild and uncultivated.

Two tyrant seasons rule the wide domain,
 Scorch with dry heat, or drench with floods of rain :¹
 Now, feverish herds rush madding o'er the plains,
 And cool in shady streams their throbbing veins ;
 The birds drop lifeless from the silent spray,
 And nature faints beneath the fiery day ;
 Then bursts the deluge on the sinking shore,
 And teeming plenty empties all her store.¹

LUCY AIKIN.

7. THE LAST ABORIGINAL.²

I see him sit, wild-eyed, alone,
 Amidst gaunt, spectral,³ moonlit gums—
 He waits for death : not once a moan
 From out his rigid, fixt lips comes ;
 His lank hair falls adown a face
 Haggard as any wave-worn stone,
 And in his eyes I dimly trace
 The memory of a vanished race.

The lofty ancient gum trees stand,
 Each gray and ghostly in the moon,
 The giants of an old strange land
 That was exultant in its noon

¹ The reference is to the monsoons. See pages 126-128.

² One of the original or first inhabitants of a country.

³ Ghost-like.

He shall no more upon the plain,
Sun-scorched, and void of water-spring,
Watch the dark cassowaries¹ sweep
In startled flight, or, with spear lain
In ready poise, glide, twist, and creep
Where the brown kangaroos² doth leap.

No more in silent dawns he'll wait
By still lagoons,³ and mark the flight
Of black swans near ; no more elate
Whirl high the boomerang⁴ aright
Upon some foe ; he knows that now
He too must share his race's night—
He scarce can know the white man's plough
Will one day pass above his brow.

Last remnant of the Austral race
He sits and stares, with failing breath ;
The shadows deepen on his face,
For 'midst the spectral gums waits death :
A dingo's sudden howl swells near—
He stares once with a startled gaze,
As half in wonder, half in fear,
Then sinks back on his unknown bier.

WILLIAM SHARP.

¹ The cassowary is a large running bird resembling the ostrich.

² See p. 209.

³ Shallow ponds usually connected with the sea.

⁴ Curved missile of hard wood which, when thrown to a distance, returns towards the thrower.

8. AUSTRALIA'S DESTINY.

Lo ! I see the sun-browed legions, mounted cohorts¹ of
Advance,
Pressing to an endless warfare, strong of arm and bold of
glance ;
At their tread the forests wither, break anew in fresher
green,
Where their camp-fire ashes linger are the rising cities seen ;
Pressing on with toil and laughter in the freshness of their
morn,
Leaving footprints in the desert—whitening flocks and
waving corn.

Swings the axe of forest warfare, bloodless falls the stricken
foe,
From the smitten rock the waters, rich with healing sweet-
ness, flow,
Mountains yield their hidden treasure, rivers yield their
golden spoil,
Conquest crowns each generation victor o'er another soil,
Till a settled land rejoices in a Continent reclaimed,
Filled with homesteads, thronged with people, to a Nation's
purpose tamed.

Far and wide, by plain and city, labour's pulse new quicken-
ing feels,
And a people's life enlarges in the sound of rushing wheels,

¹ Bodies of soldiers ; amongst the Romans the tenth part of a legion.

While the woven wings of Commerce¹ bear to every mart
 of trade
 Things that all the world has need of that Australia's sons
 have made,
 Something better wrought and fashioned than the work of
 other lands,
 Faithful labour shaped to beauty by the touch of artist
 hands.

* . . . * . . . * . . . * . . . *

Far and far, by every ocean, Britain's myriad children
 dwell,
 And a hundred flags of nations of the new-made peoples
 tell,
 Each with separate thought and purpose, but united still in
 soul
 While one heritage of language and tradition fills the
 whole;
 And in pride of emulation,² ever in the British van,
 Free Australia shapes the history of the rising race of man.

DAVID M'KEE WRIGHT in "*Australia To-day*."



9. MAORILAND.³

Maoriland, my mother !
 Holds the earth so fair another,

¹ Sails of ships.

² Trying to equal or excel others.

³ New Zealand.

O my land of the moa¹ and Maori,²
 Garlanded grand with your forests of kauri,³
 Lone you stand, only beauty your dowry,
 Maoriland, my mother !

Older poets sing their frozen
 England in her mists enshrouded ;
 Newer lands my Muse⁴ has chosen,
 'Neath a southern sky unclouded ;
 Set a solitary gem,
 In Pacific's diadem.

Land of rugged white-clad ranges,
 Standing proud, impassive, lonely ;
 Ice and snow, where never change is,
 Save the mighty motion only
 Where through valleys seared and deep
 Slow the serpent glaciers creep.

Land of silent lakes that nestle
 Deep as night, girt round with forest ;
 Water never cut by vessel,
 In whose mirror evermore rest
 Green-wrapt mountain-side and peak,
 Reddened by the sunset's streak.

Land of forests richly sweeping,
 By the rata's⁵ red fire spangled ;

¹ Extinct, large, wingless, ostrich-like bird of New Zealand.

² See p. 241.

³ See p. 235.

⁴ Here means the goddess of poetry.

⁵ New Zealand tree, the wood of which was once used for making clubs and is valuable for shipbuilding.

Where at noonday night is sleeping,
Where, beneath the creepers tangled,
Come the tui's¹ liquid calls
And the splash of waterfalls.

Land where fire from Earth's deep centre
Fights for breath in anguish furied,
Till she from the weight that pent her
Flings her flames out fiercely lurid ;²
Where the geysers³ hiss and seethe,
And the rocks groan far beneath.

Land of tussocked⁴ plain extending
In the distant blue to mingle,
Where wide rivers sigh unending
Over weary wastes of shingle ;
Cold as moonlight is their flow
From the glacier ice and snow.

Land where torrents pause to dally
'Neath the tui's floating feather,
Where the flax-blades⁵ in the valley
Whisper stealthily together,
And within the cabbage-trees⁶
Hides the dying evening breeze.

¹ The New Zealand "parson-bird."

² Pale-yellow.

³ See p. 231.

⁴ Covered with tussock grass, which grows in tufts or tussocks in boggy or peaty ground.

⁵ The New Zealand flax is fully ten feet high and has honey-laden blossoms.

⁶ Fan-leaved palms, common in Australasia.

10. THE OLD BOER RIFLEMAN.

Lay my rifle here beside me, set my Bible on my breast,
For a moment let the warning bugles cease ;
As the century is closing, I am going to my rest—
Lord, lettest Thou Thy servant go in peace.
But, loud through all, the bugles ring a cadence¹ in mine ear,
And on the winds my hopes of peace are strowed—
Those winds that waft the voices that already I can hear
Of the rooi-baatje² singing on the road.

Yes, the red-coats are returning—I can hear the steady
tramp,
After twenty years of waiting, lulled to sleep,
Since rank and file at Potchefstroom³ we hemmed them in
their camp,
And cut them up at Bronkerspruit⁴ like sheep.
They shelled us at Ingogo,⁵ but we galloped into range—
And we shot the British gunners where they showed.
I guessed they would return to us, I knew the chance must
change—
Hark ! the rooi-baatje singing on the road !

But now from snow-swept Canada, from India's torrid plains,
From lone Australian outposts, hither led,
Obeying their commando,⁶ as they heard the bugle's strains,
The men in brown have joined the men in red.

¹ Flourish given by a singer or instrument at the close of a piece of music.

² Red-coats ; British soldiers.

^{3 4 5} The British were defeated at these places during the First Dutch War, 1880.

⁶ Call to join a commando or body of armed men.

They come to find the colours at Majuba¹ left and lost,
They come to pay us back the debt they owed ;
And I hear new voices lifted, and I see strange colours
tossed,
'Mid the rooi-baatje singing on the road.

The old, old faiths must falter, and the old, old creeds must
fail—

I hear it in that distant murmur low—
The old, old order changes, and 'tis vain for us to rail ;
The great world does not want us : we must go.
And veldt,² and spruit,³ and kopje⁴ to the stranger will
belong—

No more to trek⁵ before him we shall load ;
Too well, too well I know it, for I hear it in the song
Of the rooi-baatje singing on the road.

Oriel in "*The Argus*" (Melbourne).

II. CHILDREN OF THE EMPIRE.

Children of the Empire, you are brothers all ;
Children of the Empire, answer to the call ;
Let your voices mingle, lift your heads and sing,
"God save dear old Britain, and God save Britain's king."

¹ Scene of a British defeat in 1880.

² Open grass-covered plain.

³ Stream ; small river.

⁴ Isolated pointed hill.

⁵ Make a journey.

Children of the Empire, your fathers fought and died
That you might stand, a noble band, in honour and in
pride ;
That you might do the good you will, and strike with
arm of might
For justice and for freedom's sake, for country, king, and
right.

Children of the Empire, from little isles they came,
To spread abroad in every land the magic of their fame ;
They toiled, they strove, they perished, that you and I
might see
The fair, free lands of Britain arise in every sea.

Children of the Empire, clasp hands across the main,
And glory in your brotherhood again and yet again ;
Uphold your noble heritage—oh, never let it fall—
And love the land that bore you, but the Empire best
of all.

EDWARD SHIRLEY.

EXERCISES ON THE LESSONS.

(To be worked under the direction of the teacher.)

LESSON 1.

1. Make a square of 5" side to represent the land surface of the earth (55,600,000 square miles). Shade the portion (a square of $2\frac{1}{4}$ " side) which represents the British Empire (11,450,000 square miles).

2. Compare by means of a diagram the area of the British Isles (121,400 square miles) with the area of the British Empire.

3. From the time chart in this book find out in what parts of the British Empire boys and girls are going to bed at night when you are getting up in the morning. Can you explain why we can read in our morning papers the results of cricket matches played in Australia the same day?

4. What time is it in Dublin when it is noon in London? (Reckon four minutes for every degree of longitude, and remember that west of London is A.M. and east of London is P.M.)

LESSON 2.

1. The distance by sea from Liverpool to Halifax is 2,450 miles. If a fast steamer sails 300 miles in 24 hours, how long is your sea journey from port to port?

2. The area of Newfoundland is 42,700 square miles. By means of a diagram compare its area with that of (a) the British Isles, (b) the Dominion of Canada (3,700,000 square miles).

3. Compare the lives of the people of Newfoundland with those of Lancashire.

4. Account for the Grand Banks of Newfoundland, and say why they abound in cod.

[Obtain from the school or public library Mr. Rudyard Kipling's "Captains Courageous," and read the adventures of a boy on board one of the fishing schooners on the Grand Banks.]

LESSON 3.

1. Say what you know about seal-hunting.

2. What are the advantages and disadvantages of living in Newfoundland?

3. What is the special danger of Atlantic travel in the early months of the year? Refer to the *Titanic* disaster.

4. Describe the proposed fast route to America. If a ship sails 300 miles a day, how long will the voyage last from Liverpool to St. John's?

5. The population of Newfoundland is 240,000. Compare by means of a diagram the number of people to the square mile in Newfoundland and in the British Isles (population, 45,000,000).

LESSON 4.

1. What is meant by a "bore"? Why is there a bore in the Bay of Fundy?

2. The area of Nova Scotia is 21,000 square miles. Compare by means of a diagram the area of Nova Scotia with that of the British Isles. The population of Nova Scotia is 462,000. Construct a diagram to show the number of people to the square mile in Nova Scotia and in the British Isles.

3. What are the chief exports of Nova Scotia?

4. What does the name Nova Scotia mean? How did it get this name?

LESSON 5.

1. Describe the picture, "Salmon Fishing in the Restigouche River."

2. Compare by means of a diagram the area of New Brunswick (28,000 square miles) with that of the British Isles, and also compare the number of people to the square mile in New Brunswick (population, 352,000) and in the British Isles.

3. Find out something about the moose and the caribou.

4. The St. Lawrence is frozen over during the winter, but the ports of Halifax and St. John are open. Explain this.

5. Why has Sydney grown so rapidly in population?

LESSON 6.

1. What language is chiefly spoken in the province of Quebec? Explain why.

2. Why is Canada divided into five zones of time?

3. Say what you know of lumbering.

4. Describe the coloured picture on page 38.

[Read Stewart E. White's "The Forest" in order to obtain a good idea of life in a Canadian forest.]

LESSON 7.

1. Make a drawing of a maple leaf, and colour it with chalks.

2. Describe the hunting picture on page 46.

3. Quebec has been called the "Gibraltar of America." Explain why.
4. What are the advantages and disadvantages of Montreal as a port? Name its chief exports.

[Read the account of the capture of Quebec in "*Highroads of History*," Book VI., pages 134-138.]

LESSON 8.

1. From Montreal to the Pacific is a distance of 2,904 miles. If the railway train runs on the average 30 miles an hour, how long does the journey occupy?
2. Compare by means of a diagram the areas of the following provinces of the Dominion of Canada :—

Quebec	352,000 square miles.
Ontario	261,000 " "
Manitoba	74,000 " "
Saskatchewan	252,000 " "
Alberta	255,000 " "
British Columbia	356,000 " "

3. Describe a Canadian railway carriage such as is used for trans-continental journeys.
4. Why is the western part of Southern Ontario "perhaps the very choicest portion of Canada"? Why do new settlers in Canada go further west?

LESSON 9.

1. What drawbacks are there to the navigation of the St. Lawrence between the Thousand Isles and the city of Montreal?
2. What amusements might you enjoy in Toronto: (a) in summer, (b) in winter?
3. What use is now made of Niagara?
4. The river Niagara wears away the cliff forming the Falls at the rate of about two feet in one year. How long will it be before the Falls are at Buffalo, at the head of the river, the present distance between these points being 20 miles?

LESSON 10.

1. From the large map of Canada estimate the area of Lake Superior. What countries in Europe have a smaller area?
2. Why are Fort William and Port Arthur important towns?
3. Make a drawing of a grain elevator.
4. What difference would you notice between a Canadian and a British railway time-table?

LESSON 11.

1. Refer to the picture on page 69 and to that on page 71. What differences do you notice between the two?
2. Find out by how much the journey from Liverpool to Winnipeg would be shortened if steamers sailed to Port Nelson, and there was a railway thence to Winnipeg.
3. Describe the coloured picture on page 19 showing Indians on the prairie.
4. The following were the chief exports of Canada in 1910-11:—

Wood	.	.	.	.	£9,600,000
Wheat	.	.	.	.	9,400,000
Cheese	.	.	.	.	4,300,000
Silver	.	.	.	.	3,600,000
Wheat flour	.	.	.	.	2,900,000
Cattle	.	.	.	.	1,800,000
Bacon	.	.	.	.	1,700,000

Construct a diagram showing the comparative value of these exports.

[Read R. M. Ballantyne's "*Hudson Bay*," or "*The Young Fur Traders*," for a description of life in the great North-West fifty years ago.]

LESSON 12.

1. Why do people emigrate to Canada? What kind of people does Canada need?
2. What do you mean by Arbor Day? Why is such a day desirable in Canada?
3. What time is it at Brandon when it is noon at Halifax?
4. Describe the little picture showing a settler's log hut (page 79).

LESSON 13.

1. Describe the picture on page 72, showing bison hunting in the old days.
2. "Edmonton, after all, is no nearer the North Pole than Manchester." Prove this statement.
3. What do you mean by the "Chinook winds"? Can you account for them?
4. Make a list of the articles which you would need if you left Edmonton for a journey to the mouth of the Mackenzie River.

[Read the story of Sir John Franklin's overland journey to the Arctic Ocean in "*Stories of Famous Men and Women*," published by T. Nelson and Sons.]

LESSON 14.

1. Describe the pleasures and hardships of a cowboy's life.
2. What is meant by the "Great Divide"?
3. Say what you know of the Canadian Pacific Railway.
4. Which of the Canadian provinces from the Atlantic Ocean to the Rocky Mountains attracts you most? Give reasons for your answer.

LESSON 15.

1. Japanese and Chinese workmen are common in British Columbia. Find out how far these men have to travel from their own countries to British Columbia.
2. The chief occupations in British Columbia are lumbering, mining, farming, and fruit-growing. Which of these occupations would you prefer? Give reasons.
3. What time is it at Vancouver when it is noon at London?
4. What do you mean by "placer" mining? How is it carried on?

LESSON 16.

1. Examine a map of the West Indian Islands, and write down the names of the islands belonging to the British Empire.
2. The area of Jamaica is 4,200 square miles. By means of a diagram compare the area of this island with that of the British Isles.
3. Explain why the sugar industry "dwindled to almost nothing" in the West Indies.
4. The area of Trinidad is 1,750 square miles. By means of a diagram compare the area of this island with that of the British Isles.
5. Of what use is asphalt? Why do the men engaged on the pitch lake of Trinidad generally work in the same place?
6. The chief exports of British Guiana in 1910-11 were:—

Sugar	.	.	.	.	£1,000,000
Gold	.	.	.	.	200,000
Balata	.	.	.	.	140,000
Rum	.	.	.	.	95,000
Rice	.	.	.	.	50,000

Express the comparative value of these exports by means of a diagram.

LESSON 17.

1. Find out how long the sea-road is from Tilbury to Bombay *via* the Suez Canal. Suppose the ship travels 300 miles per day, and pauses 6 hours at

Gibraltar, 24 hours at Marseilles, 24 hours at Port Said, 6 hours at Suez, and 6 hours at Aden, estimate the number of days occupied by the voyage.

2. Why is the Bay of Biscay usually rough and stormy?
3. Of what value are Gibraltar and Malta to us?
4. Why did we take possession of Cyprus?

[*Read the story of the Rock of Gibraltar in "Highroads of History," Book VI., pages 54-57.*]

LESSON 18.

1. Estimate the distance of the route from London to Port Said by way of Brindisi.
2. Why is Britain the chief power in the Red Sea?
3. What value is Aden to us? Can you explain why it is subject to the Presidency of Bombay?
4. Explain why land is dear in the city of Bombay.

LESSON 19.

1. The area of India is 1,789,000 square miles. Compare by means of a diagram the area of India with that of the British Isles.
2. The population of India is 315 millions. By means of diagrams compare the population of India with that of the British Isles. How many people to the square mile are there in each case?
3. "India has been a self-contained land for centuries." Explain this statement, and give some reasons for the fact.
4. Give some account of the Ganges.

LESSON 20.

1. Why is Lahore hotter than Madras in summer?
2. Account for the "hill stations" of India. Find the following hill stations, Simla, Naini Tal, Darjeeling, Mahabaleshwar (Bombay Presidency), and Ootacamund (Madras Presidency).
3. Why have the Western Ghats so heavy a rainfall? Why has the Deccan a scarcity of rain?
4. Compare the rainfall on the hills of Assam with that near Seathwaite (average, 130 in. per annum) in Cumberland.

LESSON 21.

1. A native travelling servant in India receives 6s. 8d. a month for his food. Explain why he can live on this sum.

2. Compare by means of a diagram the number of Hindus (218 millions) with the number of Mohammedans (67 millions) in India.
3. How did caste arise?
4. What are the virtues of the Hindus?

LESSON 22.

1. Why is Bombay so important?
2. Can you give a reason why cotton-spinning should be carried on in Bombay?
3. Compare the life of the Bombay native with that of a workman in your own town.
4. By means of a diagram show the relative value of the following exports of India in 1910-11 :—

Cotton (raw and manufactured)	. £29,400,000
Jute (raw and manufactured)	. 20,300,000
Seeds (oil seeds mainly)	. 15,700,000
Rice	. 14,500,000
Hides and skins	. 8,200,000
Wheat	. 8,100,000
Opium	. 8,000,000
Tea	. 7,900,000

LESSON 23.

1. What difficulty had to be surmounted in making the railway from Bombay to the Deccan?
2. From the map write out a list of the chief places passed during a railway journey from Bombay to Lahore.
3. Show by means of a diagram the comparative areas of British India (1,098,000 square miles) and the native states (691,000 square miles).
4. What do you mean by a Resident? What are his duties?

LESSON 24.

1. Describe the coloured picture of the Taj Mahal (page 150).
2. Why has Delhi been selected as the new capital of India? Why did King George hold a coronation durbar at Delhi?
3. Estimate from the map the distance between Bombay and Delhi. If the train travels 30 miles per hour on an average, how many hours will the journey occupy?

4. John Nicholson was the hero of the siege of Delhi. Find out something about him.

[Read chapters from "*Eight Days*," by R. E. Forrest (T. Nelson and Sons).
This book very vividly describes scenes during the Mutiny.]

LESSON 25.

1. "Karachi is the nearest Indian port to Europe." Prove this.
 2. Describe the coloured picture showing the Himalayas from Simla (page 121).
 3. Of what use are the Himalayas to India?
 3. Why is the north-west frontier so diligently guarded?
 4. What historic events are associated with the places pictured on page 162?
- [Read Rudyard Kipling's poem, "*The Ballad of East and West*."]

LESSON 26.

1. Estimate the distance between Allahabad and Calcutta, and say how many hours the railway journey would occupy if the train ran 30 miles per hour on an average.
2. Benares is the "Oxford and Canterbury of India." Explain this.
3. Why is Bengal so fertile?
4. Why has Calcutta grown so rapidly in modern times?
5. What sights would you specially wish to see in Calcutta?

LESSON 27.

1. Describe the picture on page 173.
2. What contrasts would a traveller notice between the people of Calcutta and the people of Rangoon?
3. What are the chief exports of Burma?
4. Find out something about Buddha and Buddhism.

LESSON 28.

1. Describe the Golden Monastery, pictured on page 180.
2. Compare by means of diagrams the lengths of the following great rivers: St. Lawrence (2,000 miles), Indus (2,000 miles), Ganges (1,500 miles), Irawaddy (1,300 miles).
3. What are the chief exports of the Straits Settlements? Name some of the uses of tin.
4. Why is Singapore so important?

LESSON 29.

1. Compare Madras and Calcutta as to situation, trade, and general importance.
2. "Fort George is to India what Thanet is to England." Explain this statement.
3. Describe the picture, "The Rock, Trichinopoli," on page 191.
4. Estimate the length of the railway journey from Madras to Tuticorin. If the train runs 30 miles per hour on an average, how many hours does the journey occupy?

[Read "*Clive, the Daring in War*," in "*Highroads of History*," Book Va., pages 148-156.]

LESSON 30.

1. Estimate the area of Ceylon, and compare it by means of a diagram with the area of the British Isles.
2. Account for the importance of Colombo.
3. Find out something about the tea plant and the kind of climate which it needs. In 1910 Ceylon exported to the British Isles some 93,000,000 lbs. of tea. Compare this by means of a diagram with the tea export (10,000,000 lbs.) of China to the British Isles.
4. What do you know about the rainfall of Australia? Why is the central region of Australia largely a desert?

LESSON 31.

1. Find out something about the precious metal gold. Does the opening of new gold mines increase the wealth of the world?
2. Explain what is meant by "gold-washing."
3. Australia is the "Land of the Golden Fleece." What is meant by this statement?
4. Why can sheep flourish on lands that will scarcely support cattle?

[Read the extract from Charles Reade's novel, "*It is Never Too Late to Mend*," given on pages 84-91 of "*Australasia*" in the "*World and Its People*" series.]

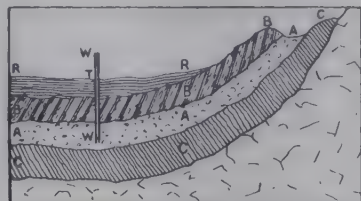
LESSON 32.

1. The chief exports of Australia for the year 1911 were as follows:—

Wool	£21,400,000
Wheat	9,600,000
Butter	4,600,000
Meat	3,900,000
Skins and hides	3,200,000
Copper	2,200,000
Tallow	1,900,000

Illustrate the comparative value of these exports by means of a diagram.

2. Describe the picture, "In the Shearing Shed," on page 205.
3. Copy this little diagram of an artesian well.
 AA, porous layer, such as gravel.
 BBB } Non-porous layers, such as clay or
 CCC } hard, close rock.
 WTW, well sunk into the porous layer.
 RR, surface of the ground.
4. Describe the picture on page 207.



LESSON 33.

1. Describe the kangaroo. What use is made of their skins?
2. Say what you know of the rabbit in Australia.
3. What are the most useful trees of Australia?
4. Compare the Black-fellows of Australia with the Indians of Canada.

[Read the chapter on "The Black-Fellow" in "Australasia," "World and Its People" series, pages 97-102.]

LESSON 34.

1. Draw a rectangle of sides $7\frac{1}{2}$ " and $4\frac{1}{2}$ ", and by drawing lines through the half-inch divisions parallel to the sides divide it into 135 equal parts. The whole rectangle represents the area of Australia and Tasmania (about 2,970,000 square miles). Calculate roughly the areas of the separate states of the Commonwealth, if on the same scale New South Wales is represented by 14 of these equal parts, Victoria by 4, Queensland by $30\frac{2}{5}$, South Australia by 17, Northern Territory by 24, Western Australia by $44\frac{2}{5}$, and Tasmania by $1\frac{1}{5}$. Mark off on your rectangle the portions representing these states.

2. By means of diagrams compare the populations of the following Australasian cities: Sydney (620,000), Melbourne (592,000), Brisbane (145,000), Adelaide (192,000), Hobart (28,000).

3. The sheep of New South Wales numbered 46,000,000 in 1911, 43,000,000 in 1908, 40,000,000 in 1905, 27,000,000 in 1902, and 36,000,000 in 1899. Construct a diagram showing the variation of the numbers during these twelve years.

4. What are the chief productions of Queensland?

LESSON 35.

1. Find out the lengths of railway journeys (a) from Sydney to Brisbane, (b) from Sydney to Melbourne, (c) from Melbourne to Adelaide.
2. Compare by means of diagrams the export and import trade of Victoria in

1910 (£38,000,000) with that of the whole Commonwealth (£134,000,000), Liverpool (£341,000,000), and London (£360,000,000).

3. How would you proceed from Melbourne to West Australia? How long would your journey be?

4. Why is Western Australia called the "Oasis Province"?

5. Which of the Australian provinces would you choose as your home? Give reasons for your answer.

LESSON 36.

1. Estimate the area of New Zealand. Why is New Zealand not included in the Commonwealth of Australia?

2. Compare North Island with South Island.

3. Find out something about geysers.

4. What do you know of the trees and plants of New Zealand?

LESSON 37.

1. The following were the chief exports of New Zealand in 1910:—

Wool	£8,300,000
Frozen meat	3,800,000
Butter and cheese	3,000,000
Gold	1,900,000
Hides, skins, and leather	1,100,000

Compare their value by means of a diagram.

2. Compare by means of diagrams the populations of the following towns (including suburbs) of New Zealand: Auckland (103,000), Christchurch (80,000), Wellington (71,000), Dunedin (64,000).

3. Compare the Black-fellow with the Maori.

4. Why has New Zealand been called the "Britain of the Southern Seas"?

LESSON 38.

1. Draw a rectangle of sides $10\frac{1}{2}$ " and $4\frac{1}{2}$ ", and by drawing lines through the half-inch divisions parallel to the sides divide it into 189 equal parts. The whole rectangle represents the area of the Union of South Africa (about 472,500 square miles). Estimate roughly the areas of the provinces of the Union if on the same scale the Cape of Good Hope is represented by 111 of these equal parts, the Transvaal by 44, the Orange Free State by 20, and Natal by 14. Mark off these portions on your rectangle.

2. Compare by means of a diagram the length of the Orange River (1,300 miles) with that of the Zambezi (2,200 miles), the Ganges, the Indus, the Irawaddy, and the St. Lawrence.

3. What do you know of the climate of South Africa?
4. In what ways does South Africa resemble Australia?

LESSON 39.

1. Estimate the length of the voyage from London to Cape Town. If a mail steamer covers 300 miles in 24 hours, find how many days are occupied by the voyage.

2. The following were the chief exports of the Union of South Africa in 1910:—

Gold	£31,800,000
Diamonds	8,500,000
Wool	3,800,000
Ostrich feathers	2,300,000
Hides and skins	1,300,000

Compare their value by means of a diagram.

3. Find out something about the ostrich.
4. What sights would you wish to see in Cape Town?

[Read the chapter on "The Products of Cape Colony" in "Africa," "World and Its People" series, pages 110-114.]

LESSON 40.

1. Describe the Karroo.
2. Find out the meaning of the following words: *Veld, trek, voortrekker, out-span, laager, kopje, drift, spruit, Drakensberg, kraal, induna, assegai, Volksraad, dorp, Uitlander.*
3. Find out something about the diamond. Why do people pay high prices for diamonds?
4. Find out something about Cecil Rhodes and the work he did for South Africa.

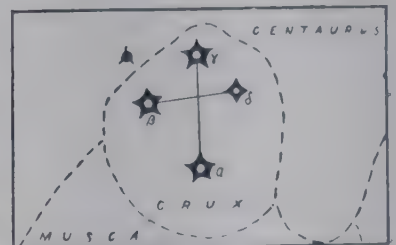
LESSON 41.

1. The following are some of the great waterfalls of the world: Niagara (160 feet high, 4,000 feet broad), Grand Falls, Labrador (315 feet high, 200 feet broad), Victoria Falls (400 feet high, 1,860 yards broad). By means of a diagram compare these falls in height and breadth.

2. Find out what differences there are between the African and the Asiatic elephant.

3. Estimate the distance from Bulawayo to Lake Tanganyika.

4. Copy this little drawing of the constellation of the Southern Cross. What corresponds with it in the northern hemisphere?



EXERCISES ON THE LESSONS.

[Read the chapters on "Livingstone and the Zambezi" and "Livingstone's Last Journey" in "Africa," "World and Its People" series, pages 60-75.]

LESSON 42.

1. The exports of Natal amounted to £3,900,000 in the year 1909, while those of the Cape of Good Hope for the same year were £46,600,000. Compare the exports of the two provinces by means of diagrams.
2. Which of the provinces of South Africa would you prefer to live in, and why?
3. What are the chief productions of Natal?
4. Find out the distance by rail from Durban to Pretoria, and say how many hours would be occupied in the journey if the train ran 30 miles per hour on an average.

LESSON 43.

1. The population of Johannesburg was 237,000 in 1911, 159,000 in 1904, 60,000 in 1896, 25,000 in 1890, and 3,000 in 1887. Show by means of a diagram the growth of this city.
2. Compare the gold-mining of the Rand with that of the Klondike.
3. Why was Lourenço Marques so important during the Boer War?
4. Which is nearer to the equator, Pretoria or Delhi?
5. Why are the rivers of South Africa almost useless for navigation? Which river is a highroad of trade?

LESSON 44.

1. Estimate the distance by sea from Durban to Mombasa. If a steamer travels 300 miles in 24 hours, how many days will the voyage last?
2. Compare the highest of African peaks with the highest peak in the Himalayas.
3. Find out the distance from Mombasa to Port Florence, at the north-east of Victoria Nyanza.
4. Suppose you had to emigrate to East Africa, in which part of the country should you make your home? Give reasons for your answer.

LESSON 45.

1. Describe a journey across Uganda.
2. Compare the length of the Nile (4,000 miles) with that of the Zambezi, the Orange, the Ganges, the Indus, the Irawaddy, and the St. Lawrence.
3. Find out something about the hippopotamus and its habits.
4. Why is the north of Africa largely a desert?

[Read "The Story of the Nile" in "Africa," "World and Its People" series, pages 50-60.]

LESSON 46.

1. Compare by means of a diagram the following towns of Africa as to population :—

Cairo	660,000
Johannesburg	237,000
Durban	73,000
Cape Town	67,000
Lagos	57,000
Zanzibar	35,000
Khartum	19,000

2. Of what value is Father Nile to Egypt?

3. How has Britain borne "the white man's burden" in Egypt?

4. Compare by means of a diagram the relative value of the following exports of Egypt in 1911 :—

Textiles	£23,700,000
Cereals and vegetables	4,200,000
Tobacco	420,000
Provisions and drugs	257,000
Skins and leather goods	183,000

LESSON 47.

1. The total area of our West African possessions is 447,000 square miles. By means of a diagram compare their area with that of the British Isles.

2. The following were the chief exports of British West Africa in 1910. Compare their relative value by means of a diagram :—

Palm kernels	£3,300,000
Palm oil	2,000,000
Cocoa	870,000
Gold	790,000
Rubber	670,000
Ground nuts	390,000

3. Account for the importance of Lagos.

4. What drawbacks are there to residence in West Africa?

[Read "The Story of the Niger" in "Africa," "World and Its People" series, pages 43-49.]

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